

owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of airplane controllability, or engine overspeed and consequent loss of engine power caused by the power levers being positioned below the flight idle stop while the airplane is in flight, accomplish the following:

(a) Within 30 days after the effective date of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following statements. This action may be accomplished by inserting a copy of this AD into the AFM.

"Positioning of power levers below the flight idle stop while the airplane is in flight is prohibited. Such positioning may lead to loss of airplane control or may result in an overspeed condition and consequent loss of engine power."

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) This amendment becomes effective on June 12, 1997.

Issued in Renton, Washington, on May 19, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-61-AD; Amendment 39-9995; AD 97-08-07]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model DC-9-80 Series Airplanes and Model MD-88 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects a typographical error that appeared in the above-captioned airworthiness directive (AD), which was published in the **Federal Register** on April 22, 1997 (62 FR 19477). The typographical error resulted in reference to an alert service bulletin that does not exist.

DATES: Effective May 7, 1997.

The incorporation by reference of certain publications listed in the regulations was previously approved by the Director of the Federal Register as of May 7, 1997 (62 FR 19477, April 22, 1997).

FOR FURTHER INFORMATION CONTACT: J. Kirk Baker, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (562) 627-5345; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: Airworthiness Directive (AD) 97-08-07, amendment 39-9995, applicable to certain McDonnell Douglas Model DC-9-80 series airplanes and Model MD-88 airplanes, was published in the **Federal Register** on April 22, 1997 (62 FR 19477). That AD supersedes an existing AD to continue to require an inspection to determine the type of fluorescent light ballasts installed in the cabin sidewall; and replacement or removal/disconnection of the ballast, if necessary. That AD also continues to require, for some airplanes, removal of the dust barriers from the outboard ceiling panels, and installation of modified outboard ceiling panels. That AD also requires replacement of certain ballasts on which a protective cover is installed with other ballasts, or removal/disconnection of the ballast.

As published, AD 97-08-07 contained a typographical error, which appeared in paragraph (c)(1) of the AD. The error indicated that the actions required by that paragraph were to be accomplished in accordance with the

Accomplishment Instructions of "Boeing Alert Service Bulletin MD80-33A110." However, no such alert service bulletin exists. The correct alert service bulletin reference is "McDonnell Douglas Alert Service Bulletin MD80-33A110." (In all other parts of the published AD and its preamble, the alert service bulletin was cited correctly.)

This document corrects the reference to the alert service bulletin cited in paragraph (c)(1) of AD-97-08-07, to read as follows:

* * * * *

"(1) Replace the Day-Ray Products Incorporated ballast and protective cover with a Bruce Industries Incorporated ballast, in accordance with Condition 2 of the Accomplishment Instructions of McDonnell Douglas Alert Service Bulletin MD80-33A110, dated February 25, 1997, or Revision 1, dated March 11, 1997. Or"

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Since no other part of the regulatory information has been changed, the final rule is not being republished.

Issued in Renton, Washington on May 19, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-13845 Filed 5-27-97; 8:45 am]

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CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Part 1700

Final Rule: Requirements for Child-Resistant Packaging; Packages Containing More Than 50 mg of Ketoprofen

AGENCY: Consumer Product Safety Commission.

ACTION: Final rule.

SUMMARY: The Commission is issuing a rule to require child-resistant packaging for ketoprofen preparations containing more than 50 mg of ketoprofen per retail package. Ketoprofen is a nonsteroidal anti-inflammatory drug and is used to relieve minor aches and pains and to reduce fever. The Commission has determined that child-resistant packaging is necessary to protect children under five years of age from serious personal injury and serious illness resulting from ingesting ketoprofen. The Commission takes this action under the authority of the Poison Prevention Packaging Act of 1970.

DATES: The rule will become effective on November 24, 1997 and applies to