

imaginary straight line to the shoreline of Palma Sol Bay; then north, west, and south along the shoreline of Palma Sola Bay to the southern shoreline the Perico Bayou; then north and west along the eastern shoreline of the Perico Bayou to Tampa Bay; then east along the northern shoreline of the mainland to a point due south of the westernmost end of Snead Island; then north along an imaginary line to Snead Island; then northeast along an imaginary line to the westernmost land mass of the southern end of the Sunshine Skyway (Highway 19); then east and south along Sunshine Skyway (Highway 19) to Highway 41; then south along Highway 41 to the point of beginning.

Done in Washington, DC, this 3rd day of July 1997.

Terry L. Medley,

Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 97-18108 Filed 7-9-97; 8:45 am]

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DEPARTMENT OF AGRICULTURE

Commodity Credit Corporation

7 CFR Part 1437

RIN 0560-AF15

Livestock Indemnity Program; Correction

AGENCY: Commodity Credit Corporation, USDA.

ACTION: Interim rule with request for comments; correction.

SUMMARY: This document contains corrections to the interim rule published in the **Federal Register** on Tuesday, June 24, 1997, regarding the Livestock Indemnity Program and the removal of obsolete program provisions. This correction reinstates 7 CFR Part 1437, which was incorrectly removed as an obsolete regulation.

DATE: This correction is effective on June 24, 1997.

FOR FURTHER INFORMATION CONTACT: Diane Sharp, Director, Compliance and Production Adjustment Division, Farm Service Agency, United States Department of Agriculture, STOP 0517, 1400 Independence Avenue, SW, Washington, DC 20013-0517.

CORRECTION OF PUBLICATION:

Accordingly, in the interim rule (FR Doc 97-16578) published on June 24, 1997, (62 FR 33984) make the following corrections:

1. On page 33984, in the first column list of subjects, remove the entry for Part 1437.

2. On page 33985, in the third column, amendatory instruction no. 2 is corrected by removing the reference to "1437,".

Signed at Washington, DC, on July 3, 1997.

Bruce R. Weber,

Acting Executive Vice President Commodity Credit Corporation.

[FR Doc. 97-17979 Filed 7-9-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-44-AD; Amendment 39-10071; AD 97-13-11]

RIN 2120-AA64

Airworthiness Directives; Ayres Corporation S2R Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 97-13-11, which was sent previously to known U.S. owners and operators of certain Ayres Corporation (Ayres) S2R series airplanes. This AD requires inspecting the 1/4-inch and 5/16-inch bolt hole areas on the lower spar caps for fatigue cracking, and replacing any lower spar cap if fatigue cracking is found. This AD results from an accident on an Ayres S2R series airplane where the wing separated from the airplane in flight. The actions specified by this AD are intended to prevent fatigue cracking of the lower spar caps, which, if not detected and corrected, could result in the wing separating from the airplane with consequent loss of control of the airplane.

DATES: Effective July 23, 1997, to all persons except those to whom it was made immediately effective by priority letter AD 97-13-11, issued June 20, 1997, which contained the requirements of this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 23, 1997.

Comments for inclusion in the Rules Docket must be received on or before September 26, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region,

Office of the Assistant Chief Counsel, Attention: Rules Docket 97-CE-44-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from the Ayres Corporation, P.O. Box 3090, One Rockwell Avenue, Albany, Georgia 31706-3090. This information may also be examined at the Rules Docket at the address above, or at the Office of the Federal Register, 800 North Capitol Street, NW., 7th Floor, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Cindy Lorenzen, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7357; facsimile (404) 305-7348.

SUPPLEMENTARY INFORMATION:

Discussion

On June 20, 1997, the FAA issued priority letter AD 97-13-11, which applies to certain Ayres S2R series airplanes. That AD resulted from an accident on an Ayres S2R series airplane where the wing separated from the airplane in flight. Investigation of all resources available to the FAA show nine occurrences of fatigue cracking in the lower spar caps of Ayres S2R airplanes, specifically emanating from the 1/4-inch and 5/16-inch bolt holes. Although the investigation of the above-referenced accident is not complete, the FAA believes that the cause can be attributed to fatigue cracks emanating from the 1/4-inch and 5/16-inch bolt holes in the left lower spar cap.

Data accumulated by the FAA indicates that the fatigue cracks on these Ayres S2R series airplanes become detectable at different times based upon the type of engines and design of the airplane. With this in mind, the FAA has categorized these airplanes into three groups:

- Group 1 airplanes have steel spar caps with aluminum webs. These airplanes are capable of carrying heavier loads and data indicates that inspections in the affected areas of the lower spar cap should begin upon the accumulation of 2,700 hours time-in-service (TIS);
- Group 2 airplanes have steel spar caps with steel webs. Because of the steel webs as opposed to aluminum, data indicates that inspections in the affected areas of the left lower spar cap should begin upon the accumulation of 4,300 hours TIS; and
- Group 3 airplanes, which are the ones manufactured first, have steel spars