

presidential documents

Title 3—The President

Memorandum of May 4, 1977

Decision on Sugar Under Section 202(b) of the Trade Act of 1974

Memorandum for the Special Representative for Trade Negotiations

THE WHITE HOUSE,
Washington, May 4, 1977.

Pursuant to Section 202(b) of the Trade Act of 1974 19 U.S.C. 1330, 88 Stat. 2014, I have determined the action that I will take with respect to the report of the U.S. International Trade Commission on the results of its investigation regarding sugar, dated March 17, 1977. This investigation was undertaken at the request of the Senate Finance Committee.

I have determined that import relief for sugar is not in the national economic interest. Import relief, achieved either through quotas or tariff increases, would have an inflationary impact on the economy, raising prices to consumers without the promise of offsetting price stabilization benefits. Import relief would be of questionable benefit to the domestic sugar industry, because it would encourage increased market penetration by substitute sweeteners, particularly high-fructose corn syrup which can be produced at a lower cost than most U.S. sugar. Finally, import relief would adversely affect the export earnings of a large number of developing countries which depend on sugar exports for their economic growth and prosperity.

I firmly believe that it is important to maintain a viable domestic sugar industry in this country. I have therefore requested the Secretary of Agriculture to institute an income support program for sugar producers, effective with the 1977 crop, offering supplemental payments of up to 2 cents per pound, whenever the market price falls beneath 13.5 cents a pound. Such a program will help cover the costs of production of U.S. sugar producers, pending the negotiation of an International Sugar Agreement (ISA).

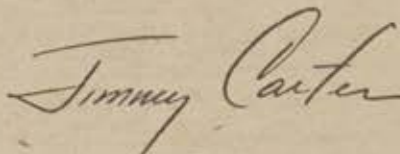
THE PRESIDENT

The United States has made a strong commitment to the negotiation of an ISA, which, if successful, will provide some long-term assurance of greater stability of world sugar prices and supplies. The successful negotiation and implementation of an ISA would render unnecessary further consideration of unilateral measures by the United States.

Finally, I am asking you to continue to follow the sugar import situation closely and, in consultation with the Secretary of Agriculture, to advise me with respect to any need for consideration of further actions.

I have also concurred with the determination by the Trade Policy Staff Committee that sugar will remain eligible for duty-free treatment under the Generalized System of Preferences (GSP).

This determination shall be published in the FEDERAL REGISTER.

A handwritten signature in dark ink, reading "Jimmy Carter". The signature is fluid and cursive, with the first name "Jimmy" and the last name "Carter" clearly distinguishable.

[FR Doc. 77-13367 Filed 5-6-77; 10:48 am]

EDITORIAL NOTE: A White House announcement of May 4, 1977, on the President's decisions on sugar imports and income supports, and the text of the President's letters to the Speaker of the House and to the President of the Senate, dated May 4, 1977, and the accompanying report on his decisions, are printed in the Weekly Compilation of Presidential Documents (vol. 13, no. 19).

rules and regulations

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents. Prices of new books are listed in the first FEDERAL REGISTER issue of each month.

Title 10—Energy

CHAPTER I—NUCLEAR REGULATORY COMMISSION

PART 140—FINANCIAL PROTECTION REQUIREMENTS AND INDEMNITY AGREEMENTS

Miscellaneous Amendments; Correction

AGENCY: Nuclear Regulatory Commission.

ACTION: Correction of final rule.

SUMMARY: This notice corrects an earlier FEDERAL REGISTER notice published on April 18, 1977, by deleting, modifying and renumbering certain statement numbers.

EFFECTIVE DATE: May 9, 1977.

FOR FURTHER INFORMATION CONTACT:

Mr. Ira Dinitz, Antitrust and Indemnity Group, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555 (301-443-6961).

SUPPLEMENTARY INFORMATION: On page 20142, second column of the notice published on April 18, 1977, statement numbers 29 and 30 should be deleted and number 31 should be renumbered as 29 to read as follows:

29. Section 140.108, Appendix H, Article II, paragraph 6, is amended by changing the amount "\$125,000,000" to "an amount equal to the sum of \$140,000,000 and the amount available as secondary financial protection."

Also, number 32 should be renumbered as number 30.

Dated at Washington, D.C., this 5th day of May 1977.

For the Nuclear Regulatory Commission.

SAMUEL J. CHILK,

Secretary of the Commission.

[FR Doc. 77-13208 Filed 5-6-77; 8:45 am]

CHAPTER II—FEDERAL ENERGY ADMINISTRATION

PART 205—ADMINISTRATIVE PROCEDURES AND SANCTIONS

Stripper Well Property Exemption

AGENCY: Federal Energy Administration.

ACTION: Ruling.

SUMMARY: The appended Ruling is issued by the FEA Office of General Counsel pursuant to 10 CFR 205.150 to set forth FEA's determination as to certain issues that have arisen with respect to the proper application of the stripper

well lease exemption (10 CFR 205.32, from January 1, 1974 to January 31, 1976), the stripper well property rule (10 CFR 212.74, from February 1, 1976 to August 31, 1976), and the stripper well property exemption (10 CFR 212.54, from September 1, 1976 forward). A written comment on or objection to the appended Ruling may be filed at any time with the FEA Office of General Counsel pursuant to the provisions of 10 CFR 205.153.

DATES: Not applicable.

FOR FURTHER INFORMATION CONTACT:

William Carson (Office of Regulatory Programs), 2000 M Street, NW., Room 2310, Washington, D.C. 20461, 202-254-7477.

Everard A. Marseglia, Jr. (Office of General Counsel), 12th & Pennsylvania Avenue NW., Room 5138, Washington, D.C. 20461, 202-566-9567.

[Ruling 1977-6]

APPLICABILITY OF THE STRIPPER WELL PROPERTY EXEMPTION TO PROPERTIES THAT PRODUCE BOTH CRUDE OIL AND CONDENSATE RECOVERED IN NON-ASSOCIATED PRODUCTION

Facts: Property A consists of five wells. Three of the wells on Property A each produced crude oil and condensate during the preceding 12 months. One well on property A produced condensate in non-associated production (condensate only and no crude oil) during the preceding 12 months. One well on property A produced only natural gas with no crude oil or condensate. All wells on the property have been maintained at the maximum feasible rate of production and in accordance with recognized conservation practices, and not significantly curtailed by reason of mechanical failure or other disruption in production.

Issues: A. For purposes of the stripper well property exemption, how does the producer compute the average daily production of property A for the preceding 12 months?

B. How does the producer determine the maximum price permitted under FEA price regulations for the crude oil and condensates produced and sold from property A?

Ruling: The stripper well property exemption is contained in 10 CFR 212.54 (a) which provides,

(a) Prices charged in the first sale of crude oil (excluding condensate recovered in non-associated production), produced and sold from any stripper well property are exempt from the provisions of this part. (Emphasis added.)

In § 212.54(c), a "stripper well property" is defined as

A "property" whose average daily production of crude oil (excluding condensate recovered in non-associated production) per well did not exceed 10 barrels per day during any preceding consecutive 12-month period beginning after December 31, 1972. (Emphasis added.)

"Average daily production" is defined in turn as the qualified maximum total production of crude oil (excluding condensate recovered in non-associated production) produced from a property, divided by a number equal to the number of days in the 12-month qualifying period times the number of wells that produced crude oil (excluding condensate recovered in non-associated production) from that property in that 12-month period. To qualify as maximum total production, each well on the property must have been maintained at the maximum feasible rate of production throughout the 12-month qualifying period and in accordance with recognized conservation practices, and not significantly curtailed by reason of mechanical failure or other disruption in production. (Emphasis added.)

Written mathematically, "average daily production" may be expressed as follows:

$$A = \frac{Q}{D \times W}$$

Where:

A = Average daily production of crude oil excluding condensate recovered in non-associated production.

Q = Qualified maximum total production of crude oil, excluding condensate recovered in non-associated production, produced from the property during the measuring 12-month period.

D = Number of days in the measuring 12-month period. (Always either 365 or 366.)

W = Number of wells that produced crude oil, excluding condensate recovered in non-associated production, from the property during the measuring 12-month period.

Accordingly, in calculating a property's average daily production to determine whether the property has qualified as a stripper well property, a producer may not include wells that did not produce crude oil during the measuring 12-month period, i.e., wells that produced only condensate in non-associated production or wells that produced only natural gas. (See FEA Ruling 1974-28, 39 FR 44414, December 24, 1974. See also 40 FR 40818, September 4, 1975.) In FEA Ruling 1977-2 (42 FR 4409, January 25, 1977) FEA addressed the distinction between "associated" and "non-associated" production for purposes of the stripper well property exemption, setting forth objective criteria to be used in determining if a particular well (regardless of its classification by any other governmental authority) produces crude oil.

To the extent that a property was comprised during the measuring 12-month period both of wells that produced crude oil and wells that produced only natural gas or that produced only condensate in non-associated production, the first step is to determine the average daily production of only the wells that produced crude oil. That is to say, the qualified maximum total production of only the wells that produced crude oil should be divided only by a number equal to the number of wells that produced crude oil¹ times the number of days in the measuring 12-month period. If such calculation results in an average daily production of more than 10 barrels per well per day, the property has not qualified as a stripper well property, and production from the entire property is subject to the ceiling price limitations of Subpart D, without regard to whether the production is from wells that produce crude oil or wells that produce only condensate in non-associated production.

If, on the other hand, such calculation results in an average daily production of 10 barrels or less per well per day, the property has qualified as a stripper well property. However, pursuant to § 212.54 (a), prices charged only in the first sale of crude oil, excluding condensate recovered in non-associated production, produced and sold from a stripper well property are exempt from the provisions of Part 212. Therefore, prices charged in the first sale of crude oil and condensate produced only from the wells that currently produce crude oil are exempt. Condensate produced from any well on the property, which does not in any month produce crude oil (i.e., condensate recovered in non-associated production), however, is subject to the ceiling price limitations of Subpart D. Therefore, condensate recovered in non-associated production from these wells must be sold pursuant to the lower tier ceiling price rule unless such volumes qualify as new crude oil.

Whether such condensate recovered in non-associated production is properly characterized as new crude oil must be determined with reference to the base production control level for the entire property. However, if crude oil produced and sold from the property is exempt as stripper well crude oil, a recalculation of the BPCL must be done to exclude volumes of crude oil and associated condensate produced and sold from the property's oil wells. If, and only if, current monthly production of non-associated condensate exceeds the property's recalculated BPCL, such condensate may be characterized as "new crude oil." Otherwise, such condensate recovered currently in non-associated production must be sold as "old crude oil" subject to the lower tier ceiling price rule.

FEA recognizes that producers have not in all instances provided sophisti-

cated techniques for the separate measurement of associated and non-associated condensate produced from the same property. Accordingly, it may be necessary—where production of crude oil and associated condensate is commingled with production of non-associated condensate into a common facility—to estimate current or historic production volumes in order to determine which volumes should be included for purposes of the calculations discussed in this Ruling. In this regard, FEA will recognize reasonable estimates made by a producer where such estimates are based upon generally accepted production accounting methods.

ERIC J. FYGI,
Acting General Counsel,
Federal Energy Administration.

APRIL 30, 1977.

[FR Doc. 77-13197 Filed 5-5-77; 10:35 am]

Title 14—Aeronautics and Space

CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 76-EA-100; Amdt. 39-2891]

PART 39—AIRWORTHINESS DIRECTIVES

Piper Aircraft

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This rule requires that holes be drilled in the gas cap of certain Piper Aircraft to allow venting and preclude fuel starvation in certain PA-11, PA-12, PA-14, PA-18, PA-20 and PA-22 airplanes.

EFFECTIVE DATE: May 12, 1977. Compliance is required within 10 hours in service after the effective date.

ADDRESSES: Piper Aircraft Corporation, 820 East Bald Eagle Street, Lock Haven, Pennsylvania 17745.

FOR FURTHER INFORMATION CONTACT:

P. Perrotta, Propulsion Section, AEA-214, Federal Building, J.F.K. International Airport, Jamaica, New York 11430, 212-995-2894.

SUPPLEMENTARY INFORMATION: There have been reports of fuel tank collapse and fuel starvation because of improper installation of the tank filler neck rubber seal. The directive requires drilling two holes which will insure positive venting even though other vent passages may be blocked.

Since the foregoing affects air safety, notice and public procedure hereon are impractical and good cause exists for making the directive effective in less than 30 days.

It has been determined that the expected impact of the proposed regulation is so minimal that the proposal does not warrant an evaluation.

DRAFTING INFORMATION

The principal authors of this document are P. Perrotta, Flight Standards Division, and Thomas C. Halloran, Esq., Office of the Regional Counsel.

¹ In accordance with FEA Ruling 1975-12 (40 FR 40828, September 4, 1975), an adjustment to each well will have to be made to the extent that production of crude oil from the well was significantly curtailed or disrupted during the measuring 12-month period.

ADOPTION OF THE AMENDMENT

Accordingly, and pursuant to the authority delegated to me by the Administrator (14 CFR 11.89), § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended, effective May 12, 1977, as follows:

PROPOSED ADOPTED RULE AD

PIPER. Applies to all series PA-11, PA-12, PA-14, PA-18, PA-20, and PA-22 type aircraft.

Compliance required within 10 hours in service after effective date of this AD unless already accompanied.

In order to prevent fuel starvation due to obstructed venting around the fuel tank filler cap, accomplished the following:

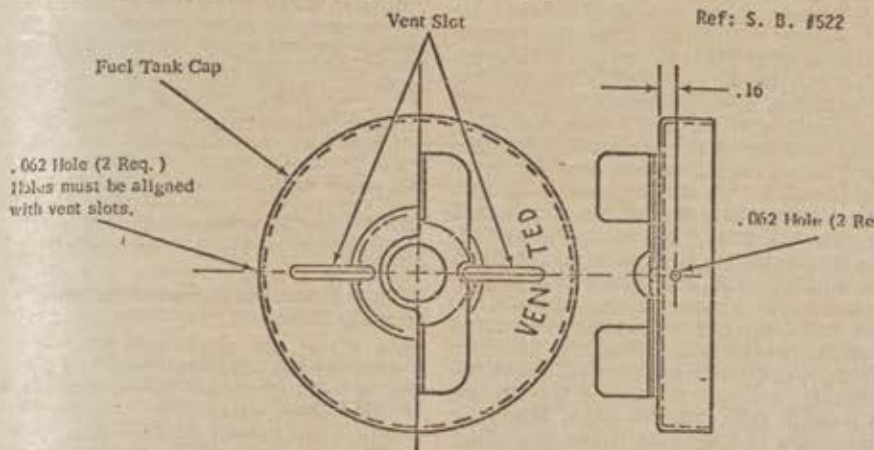
a. On those aircraft incorporating P/N 15296-02 fuel filler caps which were made available in June 1976, remove each cap from

the wing tanks and alter the caps by drilling two .062" diameter holes 180° apart on the outer edge surface .16" down from the top of the cap. Holes must be aligned with vent slots as shown. Accomplish this alteration on all P/N 15296-02 filler caps or replace these caps with original vented caps and gaskets as listed in the appropriate Piper parts catalog.

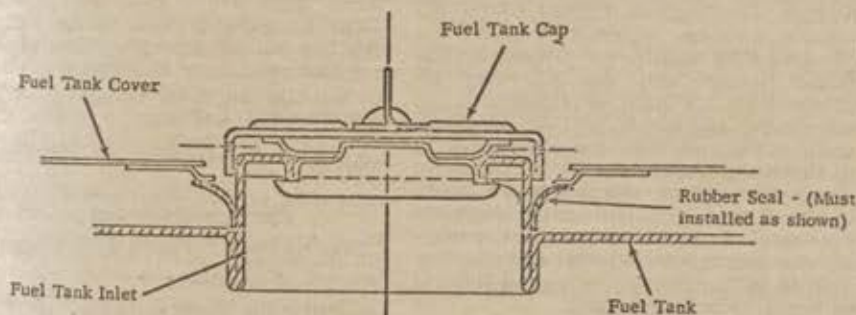
b. Inspect the rubber seal around the fuel tank inlet filler neck to determine if seal was installed inverted or is properly installed as shown. If seal is not installed correctly, remove the fuel tank cover from wing, reposition the seal as shown and reinstall fuel tank cover.

c. Any equivalent method of compliance with this AD must be approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

(Piper Service Bulletin No. 552 pertains to this subject.)



VIEW OF FUEL TANK CAP - P/N 15296-02



CROSS SECTION OF FUEL TANK INLET AND RUBBER SEAL

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended 49 U.S.C. 313(a), 1421, and 1423; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c).)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of a Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Jamaica, New York, on April 28, 1977.

WILLIAM E. MORGAN,
Director, Eastern Region.

[FR Doc.77-13034 Filed 5-6-77;8:45 am]

[Docket No. 77-EA-21; Amdt. 39-2892]

PART 39—AIRWORTHINESS DIRECTIVES

Piper Aircraft

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This rule (AD) requires a modification of the electric trim switch so as to preclude it from failing to return to a neutral position, as installed in certain PA-23, PA-24, PA-30, PA-31 and PA-39 airplanes.

EFFECTIVE DATE: May 12, 1977. Compliance requires the alteration within 100 hours in service.

ADDRESSES: Piper Service Bulletins may be acquired from the manufacturer at Piper Aircraft Corporation, 820 East Bald Eagle Street, Lock Haven, Pennsylvania 17745.

FOR FURTHER INFORMATION CONTACT:

William J. White, Systems and Equipment Section, AEA-213, Federal Building, J.F.K. International Airport, Jamaica, New York 11430, 212-995-3372.

SUPPLEMENTARY INFORMATION: There had been reports that the electric trim switch tended to hang up and fail to return to the neutral position. It has been determined that the deficiency results from switch springs which contain an excessive number of coils. These springs can become caught between a rocker actuator and the micro-switch body preventing a return to neutral. Since this is a deficiency which exists in similar type design airplanes, an airworthiness directive is being issued which will require alteration of the switch. As this deficiency affects air safety, notice and public procedure hereon are impractical and good cause exists for making the rule effective in less than 30 days.

It has been determined that the expected impact of the proposed regulation is so minimal that the proposal does not warrant an evaluation.

DRAFTING INFORMATION

The principal authors of this document are William J. White, Flight Standards Division, and Thomas C. Halloran, Esq., Office of the Regional Counsel.

ADOPTION OF THE AMENDMENT

Accordingly, and pursuant to the authority delegated to me by the Administrator (14 CFR 11.89), § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended, effective May 12, 1977, as follows:

PIPER AIRCRAFT CORP. Applies to models:

PA-23-250 (6 place), S/Nos. 27-3837, 27-3944 to 27-4796 inclusive.

PA-24-260, S/Nos. 24-4783, 24-4804 to 24-5047 inclusive.

PA-30, S/Nos. 30-1717, 30-1745 to 30-2000 inclusive.

PA-31 and 31-300, S/Nos. 31-2 to 31-797 inclusive.

PA-31-350, S/Nos. 31-5001 to 31-5004 inclusive.

PA-31P, S/Nos. 31P-1 to 31P-109 inclusive.

PA-39, S/Nos. 39-1 to 39-155 inclusive.

Compliance required within the next 100 hours in service after the effective date of this AD, unless already accomplished.

(a) Modify the electric trim switch in accordance with instruction paragraph of Piper Service Bulletin No. 527, dated November 5, 1976, or equivalent method approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

(b) Upon request with substantiating data submitted through an FAA Maintenance Inspector, the compliance time specified in this AD may be adjusted by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended 49 U.S.C. 313(a), 1421, and 1423; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c).)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Jamaica, New York, on April 28, 1977.

WILLIAM E. MORGAN,
Director, Eastern Region.

[FR Doc. 77-13035 Filed 5-6-77; 8:45 am]

[Docket No. 77-GL-10; Amdt. 39-2889]

PART 39—AIRWORTHINESS DIRECTIVES

Petrol Diesel Allison Model 250-C20/C20B/C20C and 250-B17/B17B Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This airworthiness directive (AD) action requires the installation of a strainer assembly on the upstream side of the bleed valve compressor discharge exit nozzle. This strainer prevents blockage of the discharge exit nozzle with particles from a delaminated bleed valve diaphragm. Blockage of the discharge exit nozzle can result in a power reduction below that necessary to sustain flight.

DATE: Effective date: May 11, 1977. Compliance date: Compliance required within the next 30 calendar days after the effective date of this AD.

ADDRESSES: Copies of Detroit Diesel Allison Commercial Engine Bulletin Number 1116/1071 may be obtained by contacting: Detroit Diesel Allison, Division of General Motors Corp., P.O. Box 894, Indianapolis, Indiana 46206.

FOR FURTHER INFORMATION CONTACT:

William Ashworth, Engineering and Manufacturing Branch, Flight Standards Division, AGL-214, Federal Aviation Administration, 2300 E. Devon Avenue, Des Plaines, Illinois 60018, telephone 312-694-4500 extension 308.

SUPPLEMENTARY INFORMATION: There recently have been several instances where the compressor bleed valve on 250/C20/C20B engines failed to open when power was reduced. As a result, compressor surge occurred causing a power reduction below that necessary to sustain flight.

Investigations revealed that, in each instance, a small piece of the rubber coating of the valve diaphragm had separated

from the base fabric of the diaphragm and lodged in the inner end of the bleed valve exit nozzle. With the exit nozzle plugged, the valve will remain closed under all operating conditions.

Since this condition is likely to exist or develop in other engines of this type design including the 250-B17/B17B engine, an Airworthiness Directive is being issued to install a strainer assembly on the upstream side of the exit nozzle.

The 30 day compliance time for the modification has been established by the agency on the basis of safety considerations. This compliance time provides the lead time for operators to schedule and plan compliance with the AD with a minimum burden. To prescribe the modification required by this AD under the usual notice and public procedures followed by the agency within the time the agency has determined is required in the interest of safety, would necessarily result in a reduction of the compliance time for the modification required by this AD. This could possibly leave the operators insufficient time to schedule airplanes for compliance with the AD. Therefore, accomplishment of the modification required by this AD within the time the agency has determined is necessary makes strict compliance with the notice and public procedure provisions of the Administrative Procedure Act impracticable and this amendment becomes effective 30 days after publication in the FEDERAL REGISTER. However, interested persons are invited to submit such written data, views, or arguments as they may desire regarding this AD. Communications should identify the docket number and be submitted in duplicate to the Federal Aviation Administration, Office of the Regional Counsel, Attention: Rules Docket, 2300 E. Devon Avenue, Des Plaines, Illinois 60018. All communications received before the effective date will be considered by the Administrator, and the AD may be changed in the light of comments received. All comments will be available both before and after the effective date in the Rules Docket for examination by interested persons. Operators are urged to submit their comments as early as possible since it may not be possible to evaluate comments received near the effective date in sufficient time to amend the AD before it becomes effective.

In accordance with Departmental Regulatory Reform, dated March 23, 1976, we have determined that the expected impact of this final regulation is so minimal that it does not warrant an evaluation.

Accordingly, and pursuant to the authority delegated to me by the Administrator (14 CFR 11.89), § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following Airworthiness Directive:

DETROIT DIESEL ALLISON. Applies to 250-C20, C20B, C20C, B17, B17B engines.

Compliance required within the next 30 calendar days after the effective date of this AD, unless already accomplished.

To prevent engine power loss resulting from bleed valve diaphragm failure, accomplish the following:

Clip lockwire and remove the exit nozzle P/N 6874818 from the bleed valve cover. Using a small screwdriver, install strainer assembly P/N 6896347 in the valve cover exit port until it is fully seated. Install the exit nozzle in the bleed valve cover. Tighten to 35-45 lb. in. Caution: Do Not Exceed 45 lb. in. Overtightening May Damage the Strainer. Approximately 2-3 threads of the exit nozzle will be visible when the strainer assembly is seated fully in the bleed valve. If more than three threads are visible this modification must not be accomplished and bleed valve must be removed for overhaul.

To clear the bleed valve cover passages of burrs and other particles, again remove the exit nozzle and strainer assembly from the valve cover. With the throttle at IDLE CUT OFF, motor the engine in excess of 10 percent rpm.

Using a small screwdriver, reinstall the strainer assembly in the valve cover exit port until it is fully seated. Reinstall the exit nozzle in the bleed valve cover. Tighten to 35-45 lb. in. Caution: Do Not Exceed 45 lb. in. Overtightening May Damage the Strainer. Approximately 2-3 threads of the exit nozzle will be visible when the strainer is fully seated in the bleed valve. Secure the exit nozzle with lockwire. (Detroit Diesel Allison Commercial Engine Bulletin No. 1116 for the 250-C20 series and No. 1071 for the 250-B17 series engines also pertain to this subject.)

This amendment becomes effective May 11, 1977.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, and 1423); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)).)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

The principal authors of this document are Mr. W. Ashworth, Engineering and Manufacturing Branch, and Mr. J. K. McLaughlin, Office of the Regional Counsel, Great Lakes.

Issued in Des Plaines, Ill., on April 27, 1977.

JOHN M. CYROCKI,
Director, Great Lakes Region.

[FR Doc. 77-13184 Filed 5-6-77; 8:45 am]

[Docket No. 77-GL-9; Amdt. 39-2884]

PART 39—AIRWORTHINESS DIRECTIVES

Enstrom Model F28 and F28A Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This airworthiness directive (AD) amends AD 72-4-4 to remove the repetitive inspection of the stabilizer spars when the original spars consisting of a .035 inch wall thickness have been replaced with a .049 inch thick spar. Service experience has demonstrated that an increase in spar wall thickness eliminated the previous spar tube cracking problem.