

intervals not to exceed 2,500 flight cycles or 3,750 flight hours, whichever occurs first.

(1) For all airplanes: Before exceeding 5,000 flight cycles or 7,500 flight hours, whichever occurs first since the airplane's first flight.

(2) For airplanes on which the inspection specified in Airbus All Operators Transmission (AOT) A54N002-12 has been done as of the effective date of this AD: Within 2,500 flight cycles or 3,750 flight hours since the most recent accomplishment of maintenance planning data (MPD) Task ZL 371-01, or since doing the most recent inspection specified in Airbus AOT A54N002-12, whichever occurs first.

(3) For airplanes on which the inspection specified in Airbus AOT A54N002-12 has not been done as of the effective date of this AD: Within 750 flight cycles or 1,500 flight hours after the effective date of this AD, whichever occurs first.

(h) Repair

If any crack is found during any inspection required by paragraph (g) of this AD: Before further flight, repair in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-54-1027, dated April 10, 2014. Accomplishment of this repair does not terminate the repetitive inspections required by paragraph (g) of this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1405; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC)*: If any service information contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those

procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(j) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2014-0154, dated July 2, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-6537.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) Airbus Service Bulletin A320-54-1027, dated April 10, 2014.

(ii) Reserved.

(3) For Airbus service information identified in this AD, contact Airbus, Airworthiness Office—EIAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; Internet <http://www.airbus.com>.

(4) You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on March 22, 2016.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2016-07372 Filed 4-4-16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2015-7486; Airspace Docket No. 15-AGL-26]

Amendment of Class D and Class E Airspace; Wilmington, OH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This correction amends the final rule published in the **Federal Register** of February 8, 2016, amending the Class E surface area airspace and Class E airspace designated as an extension at Wilmington Air Park, Wilmington, OH. This correction adds part-time Notice to Airmen (NOTAM) language inadvertently removed to the Class E surface area description. The geographic coordinates and airport name of Wilmington Air Park in Class D and E airspace, and in Class E airspace extending upward from 700 feet above the surface are added to the rule. The Title is also amended to include Class D airspace.

DATES: Effective 0901 UTC, April 5, 2016. The compliance date for this rule is March 31, 2016. The Director of the Federal Register approves this incorporation by reference action under Title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX, 76177; telephone (817) 222-5711.

SUPPLEMENTARY INFORMATION:

History

The **Federal Register** published a final rule amending Class E airspace at Wilmington Air Park, Wilmington, OH, (81 FR 6450, February 8, 2016) Docket No. FAA-2015-7486. Subsequent to publication, the FAA found in amending the airport name and airport reference point for the airport, additional existing controlled airspace was inadvertently omitted from the rule. This action adds adjustment of the geographic coordinates in Class D airspace and Class E airspace extending upward from 700 feet or more above the surface of the Earth at Wilmington Air Park.

The FAA also determined that the part-time NOTAM language in the Class E surface area description was inadvertently removed in error. Potential safety concerns were identified due to the possibility for confusion in determining the operating rules and equipment requirements in the Wilmington Air Park terminal area. The concerns were based on the opportunity for part-time Class D surface area airspace and continuous Class E surface area airspace to be active at the same time.

To resolve these concerns, the FAA is keeping the part-time NOTAM language

in the Class E surface area description to retain it as part-time airspace supplementing the existing part-time Class D surface area airspace at Wilmington Air Park. The regulatory text is rewritten for clarity.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, in the **Federal Register** of February 8, 2016 (81 FR 6450) FR Doc. 2016–02284, Amendment of Class E Airspace, Wilmington, OH, is corrected as follows:

§ 71.1 [Amended]

On page 6451, column 1, after line 31, add the following:

Paragraph 5000 Class D Airspace.

* * * * *

AGL OH D Wilmington, OH [Corrected]

Wilmington, Wilmington Air Park, OH
Lat. 39°25'41" N., long. 083°47'32" W.)
Wilmington, Hollister Field Airport, OH
Lat. 39°26'15" N., long. 083°42'30" W.)

That airspace extending upward from the surface to and including 3,600 feet MSL within a 4.2-mile radius of the Wilmington Air Park, excluding that portion of airspace within a 1-mile radius of Hollister Field Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/facility directory.

* * * * *

AGL OH E2 Wilmington, OH [Corrected]

On page 6451, column 1, beginning on line 40, remove the following text:

“Within a 4.2-mile radius of Wilmington Air Park, and within 3.7 miles each side of the Midwest VOR/DME 215° radial extending from the 4.2-mile radius of Wilmington Air Park to 7 miles southwest of the airport, and within 3.7 miles each side of the Midwest VOR/DME 041° radial extending from the 4.2-mile radius of the airport to 7 miles northeast of the airport, excluding that portion of airspace within a 1-mile radius of Hollister Field Airport.”

And add in its place:

“Within a 4.2-mile radius of Wilmington Air Park, and within 3.7 miles each side of the Midwest VOR/DME 215° radial extending from the 4.2-mile radius of Wilmington Air Park to 7 miles southwest of the airport, and within 3.7 miles each side of the Midwest VOR/DME 041° radial extending from the 4.2-mile radius of the airport to 7 miles northeast of the airport, excluding that portion of airspace within a 1-mile radius of Hollister Field Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/facility Director.”

On page 6451, column 2, after line 11, add the following:

Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.

* * * * *

AGL OH E5 Wilmington, OH [Corrected]

Wilmington, Wilmington Air Park, OH
Lat. 39°25'41" N., long. 083°47'32" W.)
Midwest VOR/DME
Lat. 39°25'47" N., long. 083°48'04" W.)

That airspace extending upward from 700 feet above the surface within an 7-mile radius of Wilmington Air Park and within 4.6 miles each side of the Midwest VOR/DME 041° radial, extending from the 7-mile radius to 11.3 miles northeast of Wilmington Air Park.

Issued in Fort Worth, Texas, on March 28, 2016.

Robert W. Beck,

Manager, Operations Support Group, ATO Central Service Center.

[FR Doc. 2016–07714 Filed 3–31–16; 4:15 pm]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2015–7483; Airspace Docket No. 15–AGL–23]

Amendment of Class E Airspace for the Following Michigan Towns; Alpena, MI; and Muskegon, MI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This correction amends a final rule published in the **Federal Register** of February 8, 2016 amending Class E surface area airspace and Class E airspace designated as an extension at Alpena County Regional Airport, Alpena, MI, and Muskegon County Airport, Muskegon, MI. This correction adds part-time Notice to Airmen (NOTAM) language to the Class E surface area description for the above airports.

DATES: Effective 0901 UTC, April 5, 2016. The compliance date for this rule is March 31, 2016. The Director of the Federal Register approves this incorporation by reference action under Title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222–5711.

SUPPLEMENTARY INFORMATION:

History

The **Federal Register** published a final rule amending Class E airspace at Alpena County Regional Airport, Alpena, MI, and Muskegon County Airport, Muskegon, MI (81 FR 6447, February 8, 2016) Docket No. FAA–2015–7483. Subsequent to publication, the FAA determined that the part-time NOTAM language in the Class E surface area description was inadvertently removed in error. Potential safety concerns were identified due to the possibility for confusion in determining the operating rules and equipment requirements in the Alpena County Regional Airport and Muskegon Country Airport terminal areas. The concerns were based on the opportunity for part-time Class D surface area airspace and continuous Class E surface area airspace to be active at the same time.

To resolve these concerns, the FAA is keeping the part-time NOTAM language in the Class E surface area description to retain it as part-time airspace supplementing the existing part-time Class D surface area airspace at Alpena County Regional Airport and Muskegon Country Airport. The regulatory text is rewritten for clarity.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, in the **Federal Register** of February 8, 2016 (81 FR 6447) FR Doc. 2016–02285, Amendment of Class E Airspace for the Following Michigan Towns; Alpena, MI, and Muskegon, MI, is corrected as follows:

§ 71.1 [Amended]

AGL MI E2 Alpena, MI [Corrected]

On page 6448, column 2, beginning on line 32, remove the following text:

“Within a 4.4-mile radius of the Alpena County Regional Airport, and within 2.5 miles each side of the Alpena VORTAC 350° radial, extending from the 4.4-mile radius of the airport to 7 miles north of the VORTAC, and within 2.5 miles each side of the Alpena VORTAC 187° radial, extending from the 4.4-mile radius of the airport to 7 miles south of the VORTAC.”

And add in its place:

“Within a 4.4-mile radius of the Alpena County Regional Airport, and within 2.5 miles each side of the Alpena VORTAC 350° radial, extending from the 4.4-mile radius of the airport to 7 miles north of the VORTAC, and within 2.5 miles each side of the Alpena VORTAC 187° radial, extending from the 4.4-mile radius of the airport to 7 miles south of the VORTAC. This Class E airspace is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will