

persons. Pursuant to Section 4(b)(1) of the United States Grain Standards Act, as amended (7 U.S.C. 76(b)(1)), upon request, such information concerning changes to the standards may be orally presented in an informal manner. Also, pursuant to this section, no standards established or amendments or revocations of standards are to become effective less than one calendar year after promulgation unless, in the judgement of the Administrator, the public health, interest, or safety require that they become effective sooner.

References

- (1) Reid, J.F., Kim, C., and Paulsen, M.R. 1991, "Computer Vision Sensing of Stress Cracks in Corn Kernels" ASAE, Sept/Oct, v.34 p. 8-9.
- (2) Strohshine, R. 1991, "Breakage Susceptibility Technology, Uniformity by 2000," Scherer communications, Urbana. p. 410-416.

List of Subjects in 7 CFR Part 810

Exports, Grain.

For reasons set out in the preamble, 7 CFR Part 810 is proposed to be amended as follows:

PART 810—OFFICIAL UNITED STATES STANDARDS FOR GRAIN

1. The authority citation for Part 810 continues to read as follows:

Authority: Pub. L. 94-582, 90 Stat. 2867, as amended (7 U.S.C. 71 *et seq.*).

2. Section 810.102(d) is revised to read as follows:

§ 810.102 Definition of other terms.

(d) *Test-weight.* The weight per Winchester bushel (2,150.42 cubic inches) as determined using an approved device according to procedures prescribed in FGIS instructions. Test-weight in the standards for corn, mixed grain, oats,

sorghum, and soybeans is determined on the original sample. Test-weight in the standards for barley, flaxseed, rye, sunflower seed, triticale, and wheat is determined after mechanically cleaning the original sample. Test-weight is recorded to the nearest tenth pound for corn, rye, triticale, and wheat. Test-weight for all other grains, if applicable, is recorded in whole and half pounds with a fraction of a half pound disregarded. Test-weight is not an official factor for canola.

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3. Section 810.404 is revised to read as follows:

§ 810.404 Grades and grade requirements for corn.

Grading factors	Grades U.S. Nos.				
	1	2	3	4	5
Maximum limits of:					
Test Weight (lbs/bu)	56.0	54.0	52.0	49.0	46.0
Maximum percent limits of:					
Damaged kernels Heat (part of total)	0.1	0.2	0.5	1.0	3.0
Total	3.0	5.0	7.0	10.0	15.0
Broken corn and foreign material	2.0	3.0	4.0	5.0	7.0
Animal filth	0.2	0.2	0.2	0.2	0.2
Stones	0.1	0.1	0.1	0.1	0.1
Maximum count limits of:					
Other materials:					
Castor beans	1	1	1	1	1
Cockleburs	7	7	7	7	7
Crotalaria seeds	2	2	2	2	2
Glass	1	1	1	1	1
Unknown foreign substance	3	3	3	3	3
U.S. Sample grade:					
U.S. Sample grade is corn that:					
(a) Does not meet the requirements for the grades U.S. Nos, 1, 2, 3, 4, or 5; or					
(b) Has a musty, sour, or commercially objectionable foreign odor; or					
(c) Is heating or otherwise of distinctly low quality.					

Harold W. Davis,
*Acting Administrator, Grain Inspection,
 Packers and Stockyards Administration.*
 [FR Doc. 95-4183 Filed 2-21-95; 8:45 am]
 BILLING CODE 3410-EN-M

**DEPARTMENT OF TRANSPORTATION
 Federal Aviation Administration
 14 CFR Part 39**
[Docket No. 94-ANE-41]
**Airworthiness Directives; General
 Electric Company CF6 Series Turbofan
 Engines**
AGENCY: Federal Aviation
 Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).
SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to General Electric Company (GE) CF6-80A series turbofan engines. This proposal would require an initial and repetitive on-wing eddy current inspection or an on-wing spot fluorescent penetrant inspection of the compressor rear frame (CRF) midflange for cracks, and replacement, if

necessary, with serviceable parts. This proposal would also require removal from service of certain CRF's as a terminating action to the on-wing inspection program. This proposal is prompted by a report of a CRF separation that resulted in a rejected takeoff. The actions specified by the proposed AD are intended to prevent a CRF separation, which could result in a rejected takeoff and damage to the aircraft.

DATES: Comments must be received by April 24, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-ANE-41, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from General Electric Aircraft Engines, CF6 Distribution Clerk, Room 132, 111 Merchant Street, Cincinnati, OH 45246. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT: Robert J. Ganley, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7138; fax (617) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report

summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 94-ANE-41." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-ANE-41, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

This proposed airworthiness directive (AD) is applicable to General Electric Company (GE) CF6-80A series turbofan engines. The Federal Aviation Administration (FAA) has received a report of a compressor rear frame (CRF) separation on a GE CF6-80A series turbofan engine that resulted in a rejected takeoff. The FAA has also received seventeen additional reports of CRF's found cracked in service. Investigation reveals that axial cracks initiate in the CRF midflange and propagate in fatigue due to a high peak mean stress found at the rib radius tangency point where the rib rises to form the CRF midflange lug. The high peak mean stress is a result of thermal and pressure loading of the CRF midflange. The cracks reach critical size, and may result in a CRF separation. CRF's with modified midflanges exist which decrease the peak mean stress, therefore reducing the chance of a crack initiating. This condition, if not corrected, could result in a CRF separation, which could result in a rejected takeoff and damage to the aircraft.

The FAA has reviewed and approved the technical contents of GE CF6-80A Service Bulletin (SB) No. 72-593, Revision 2, dated March 19, 1992, that describes procedures for the initial and repetitive on-wing eddy current inspection (ECI) and the on-wing spot fluorescent penetrant inspection (FPI).

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require an initial and repetitive on-wing ECI or on-wing spot FPI of the CRF midflange for cracks, and replacement, if necessary, with serviceable parts. This

proposal would also require removal from service of non-modified CRF's as a terminating action to the on-wing inspection program. The actions would be required to be accomplished in accordance with the service bulletin described previously.

The FAA estimates that 81 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 85 work hours per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$20,644 per engine. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$2,085,264.

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

General Electric Company: Docket No. 94-ANE-41.

Applicability: General Electric Company (GE) CF6-80A series turbofan engines installed on, but not limited to, Airbus A310 series and Boeing 767 series aircraft.

Compliance: Required as indicated, unless accomplished previously.

To prevent a compressor rear frame (CRF) separation, which could result in a rejected takeoff and damage to the aircraft, accomplish the following:

(a) Inspect CRF, Part Numbers (P/N) 9283M77G07, 9283M77G08, 9283M77G09, 9283M77G11, 9283M77G14, 7283M77G15, 9283M77G16, 9283M77G17, 9283M77G18, 9283M77G19, 1338M77G01, 1338M77G02, 1338M77G03, 1338M77G04, 1338M77G05, and 1338M77G06, that have not accomplished the midflange rework or replacement in accordance with any revision level of GE CF6-80A Service Bulletin (SB) No. 72-600 or 72-611, prior to the effective date of this AD, as follows:

(1) Perform an on-wing eddy current inspection (ECI) or an on-wing spot fluorescent penetrant inspection (FPI) of the CRF midflange for cracks in accordance with the Accomplishment Instructions and the schedule outlined in Table 1 of GE CF6-80A SB No. 72-593, Revision 2, dated March 19, 1992, or within 1,000 cycles in service since the last shop level FPI, whichever occurs later, after the effective date of this AD.

(2) Thereafter, reinspect the CRF midflange for cracks in accordance with the Accomplishment Instructions and schedule outlined in Table 2 of GE CF6-80A SB No. 72-593, Revision 2, dated March 19, 1992.

(3) Remove from service prior to further flight CRF's with cracked midflanges that exceed the on-wing serviceable limits specified in Table 2 of GE CF6-80A SB No. 72-593, Revision 2, dated March 19, 1992, and replace with a serviceable part.

(b) Remove from service CRF's identified in paragraph (a) of this AD at the next piece-part exposure, or by December 31, 1996, whichever occurs earlier, and replace with a serviceable part. Removal and replacement of CRF's in accordance with this paragraph constitutes terminating action to the on-wing inspection requirements of paragraph (a) of this AD.

(c) For the purpose of this AD, a serviceable part is defined as a CRF that has accomplished the midflange rework or replacement in accordance with any revision level of GE CF6-80A SB No. 72-600 or 72-611.

(d) 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, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note: Information concerning the existence of approved alternative methods of

compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(e) 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 aircraft to a location where the requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on February 14, 1995.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95-4249 Filed 2-21-95; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 92-CE-23-AD]

Airworthiness Directives; Jetstream Aircraft Limited (formerly British Aerospace, Regional Aircraft Limited) Jetstream Models 3101 and 3201 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Supplemental notice of proposed rulemaking (NPRM); Reopening of the comment period.

SUMMARY: This document reopens the comment period and proposes to revise an earlier proposed airworthiness directive (AD), which would have required inspecting the main passenger/crew door locking mechanism on certain Jetstream Aircraft Limited (JAL) Jetstream Models 3101 and 3201 airplanes to ensure that a taper pin is installed, and installing a taper pin if not already installed. Since publication of that proposal, the Federal Aviation Administration (FAA) has re-examined various service difficulty reports on the affected airplanes, and determined that this is still a valid safety issue, and that a modification to the passenger door warning system should also be included. Since this action adds an additional modification that was not originally proposed, the FAA is allowing additional time for the public to comment. The proposed actions are intended to prevent the inability to open the passenger/crew door or failure of the passenger door warning system, which, if not detected and corrected, could result in passenger injury if emergency evacuation is needed.

DATES: Comments must be received on or before April 28, 1995.

ADDRESSES: Submit comments in triplicate to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 92-CE-23-AD, Room 1558, 601 E. 12th Street,

Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; telephone (44-292) 79888; facsimile (44-292) 79703; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029; telephone (703) 406-1161; facsimile (703) 406-1469. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Raymond A. Stoer, Program Officer, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium; telephone (322) 513.3830; facsimile (322) 230.6899; or Mr. John P. Dow, Sr., Project Officer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932; facsimile (816) 426-2169.

SUPPLEMENTARY INFORMATION:**Comments Invited**

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 92-CE-23-AD." The