

approximately 2 workhours per airplane to accomplish the proposed modification, and that the average labor rate is approximately \$60 an hour. JAL will provide parts at no cost to the owner/operator. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$31,200. This figure is based on the assumption that no affected owner/operator has incorporated the proposed modification.

JAL has informed the FAA that 2 modification kits have been distributed to affected airplane owners/operators. Assuming that each of these modification kits has been incorporated on an affected airplane, then the proposed cost impact upon U.S. operators would be reduced \$240 (2 workhours × \$60 per hour × 2 airplanes) from \$31,200 to \$30,960. The FAA also believes that numerous owners/operators of the affected airplanes have accomplished the modification using 22AWA cable and terminal tags instead of obtaining parts from the manufacturer, as is provided for in the proposed AD. This would further reduce the cost impact of the proposed AD upon U.S. operators of the affected airplanes. The FAA has no way of determining how many airplanes have accomplished the proposed modification utilizing the 22AWA cable and terminal tags alternative.

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 action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under 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 has been placed 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 a new AD to read as follows:

Jetstream Aircraft Limited: Docket No. 91-CE-85-AD.

Applicability: Jetstream Model 3101 airplanes, all serial numbers, and Jetstream Model 3201 airplanes, serial numbers 790 through 950, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any aircraft from the applicability of this AD.

Compliance: Required within the next 200 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent failure of a diode in the central annunciator panel test button circuit, which, if not detected and corrected, could result in inadvertent engine shutdown while in flight if the central annunciator panel test button is pressed, accomplish the following:

(a) Modify the central annunciator panel test button circuit (Amendment JA 911045) by removing diodes from the engine stop circuit and configuring a minor wiring change in accordance with PART 2 of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream Alert Service Bulletin 80-A-JA 911045, Revision 1, dated November 1, 1991.

(b) As noted in Jetstream Alert Service Bulletin 80-A-JA 911045, Revision 1, dated November 1, 1991, terminals may be linked

using 22 AWA cable and terminal tags, provided the following is accomplished:

(1) For airplanes without roof panel plug breaks, identify the cables as WQ69 and WQ70.

(2) For airplanes with roof panel plug breaks, identify the cables as WQ71 and WQ72.

(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) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Office (ACO), Europe, Africa, Middle East office, FAA, c/o American Embassy, B-1000 Brussels, Belgium. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels ACO.

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

(e) All persons affected by this directive may obtain copies of the documents referred to herein upon request to Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC, 20041-6029; or may examine these documents at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on March 27, 1995.

Dwight A. Young,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-8831 Filed 4-10-95; 8:45 am]

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DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

[IA-50-94]

RIN 1545-AS98

Allowances Received by Members of the Armed Forces in Connection With Moves to New Permanent Duty Stations; Hearing Cancellation

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Cancellation of notice of public hearing on proposed regulations.

SUMMARY: This document provides notice of cancellation of a public hearing on proposed regulations relating to the exclusion from gross income of

certain allowances received by members of the Armed Forces in connection with a change of permanent duty station.

DATES: The public hearing originally scheduled for April 21, 1995, beginning at 10:00 a.m. is cancelled.

FOR FURTHER INFORMATION CONTACT: Christina Vasquez of the Regulations Unit, Assistant Chief Counsel (Corporate), (202) 622-6803 (not a toll-free number).

SUPPLEMENTARY INFORMATION: The subject of the public hearing is proposed regulations under sections 61 and 217(g) of the Internal Revenue Code. A notice of proposed rulemaking and notice of public hearing appearing in the **Federal Register** for Wednesday, December 21, 1994 (59 FR 65739), announced that a public hearing on the proposed regulations would be held on Friday, April 21, 1995, beginning at 10:00 a.m., in the IRS Auditorium, 7400 Corridor, Internal Revenue Building, 1111 Constitution Avenue NW., Washington DC.

The public hearing scheduled for Friday, April 21, 1995, is cancelled.

Cynthia E. Grigsby,
Chief, Regulations Unit Assistant Chief Counsel (Corporate).

[FR Doc. 95-8891 Filed 4-10-95; 8:45 am]

BILLING CODE 4830-01-P

26 CFR Part 1

[EE-45-94]

RIN 1545-AS94

Self-Employment Tax Treatment of Members of Certain Limited Liability Companies; Hearing

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Change of date for public hearing on proposed regulations.

SUMMARY: This document changes the date of the public hearing on proposed regulations concerning the treatment of members of certain limited liability companies.

DATES: The public hearing is changed to Friday, June 23, 1995, beginning at 10:00 a.m.

ADDRESSES: The public hearing will be held in the Internal Revenue Service Auditorium, Seventh floor, 7400 Corridor, Internal Revenue Building, 1111 Constitution Avenue NW., Washington, DC. Submit requests to speak and outlines or oral comments to the Internal Revenue Service, P.O. Box 7604, Ben Franklin, Attn: CC:DOM:CORP:T:R [EE-45-94], Room 5228, Washington, DC 20044.

FOR FURTHER INFORMATION CONTACT: Christina Vasquez of the Regulations Unit, Assistant Chief Counsel (Corporate), (202) 622-6803 (not a toll-free number).

SUPPLEMENTARY INFORMATION: A notice of proposed rulemaking and notice of public hearing appearing in the **Federal Register** on Thursday, December 29, 1994 (59 FR 67253), announced that the Service would hold a public hearing on proposed regulations concerning the treatment of members of certain limited liability companies on Thursday, June 15, 1995, beginning at 10:00 a.m. in the IRS Auditorium.

The date of public hearing has changed. The hearing is scheduled for Friday, June 23, 1995, beginning at 10:00 a.m. The requests to speak and outlines or oral comments must be received by Thursday, May 25, 1995. Because of controlled access restrictions, attenders are not admitted beyond the lobby of the Internal Revenue Building until 9:45 a.m.

The Service will prepare an agenda showing the scheduling of the speakers after the outlines are received from the persons testifying and make copies available free of charge at the hearing.

Cynthia E. Grigsby,
Chief, Regulations Unit Assistant Chief Counsel (Corporate).

[FR Doc. 95-8892 Filed 4-10-95; 8:45 am]

BILLING CODE 4830-01-P

DEPARTMENT OF JUSTICE

Parole Commission

28 CFR Part 2

Paroling, Recommitting, and Supervising Federal Prisoners: Revision of the Salient Factor Score

AGENCY: Parole Commission.

ACTION: Proposed rule.

SUMMARY: The U.S. Parole Commission is proposing to revise the Salient Factor Score at 28 CFR 2.20. The Salient Factor Score which is an actuarial table that the Commission uses to measure the potential risk of parole violation. This revision is designed to improve the accuracy of the Salient Factor Score with respect to older offenders. The Commission is proposing to add one point to a prisoner's total score if the current offense (or parole violation) was committed at age 41 or older, provided the prisoner does not already have the highest possible total score (10). This revision will give to the Salient Factor Score improved risk prediction accuracy. The revision is made

appropriate by the fact that the Parole Commission has jurisdiction over an aging population of prisoners and parolees whose crimes were committed prior to November 1, 1987.

DATES: Comments must be received by June 12, 1995.

ADDRESSES: Send comments to Office of General Counsel, U.S. Parole Commission, 5550 Friendship Blvd., Chevy Chase, Maryland 20815. For further information contact: Pamela A. Posch, Office of General Counsel, Telephone (301) 492-5959.

SUPPLEMENTARY INFORMATION: The Salient Factor Score at 28 CFR 2.20 is an actuarial device, based upon statistical research, that permits the U.S. Parole Commission to make a prediction as to the probability of future parole violation. It is applied to every prisoner who appears for an initial parole hearing, and to every parolee who has been returned to prison as a parole violator. The current version of the Salient Factor Score (SFS-81) was adopted in 1981, and was recently re-validated through a study of the parole records of federal prisoners released in 1987. This and other validation studies have shown that the Salient Factor Score is able to separate prisoners into categories having significantly different probabilities of recidivism, and that it continues to have a high degree of predictive accuracy.

However, with the aging of the Parole Commission's "old law" offender population, it has become apparent that the accuracy of the Salient Factor Score could be improved by accounting for the factor of "age at current offense" in the case of older offenders and parole violators. (The U.S. Parole Commission's jurisdiction is limited to offenders whose crimes were committed prior to November 1, 1987. See Section 235 of the Sentencing Reform Act of 1984, which appears as an Editorial Note to 18 U.S.C. 3551.)

The Commission has long recognized that many criminal offenders eventually "burn out" as the aging process catches up with them. In a 1984 study by the Commission's Research Office, entitled "Burnout—Age At Release From Prison and Recidivism", it was found that recidivism rates do decline with increased age, and that it would be justifiable to improve the scores of prisoners whose current offense was committed at age 41 or older. At the present time, the average age of the "old law" prison population is 43. Thus, it has now become appropriate to consider adding this factor to the score.

In order to test the accuracy of the proposed revision, the revised score was