longer be restricted to those banks or institutions insured by FDIC. The primary effect of the rule change in § 201.34(c) is to include the termination of trust agreements.

These rules have been determined to be not significant for purposes of Executive Order 12866 and therefore have not been reviewed by OMB. These amendments do not impose any new paperwork requirements and do not have implications for Federalism under the criteria of E.O. 12612.

These rules have been reviewed under E.O. 12778, Civil Justice Reform. If these rules are adopted: (1) State and local laws and regulations will not be preempted unless they present an irreconcilable conflict with these rules; (2) no retroactive effect will be given to these rules; and (3) administrative proceedings will not be required before parties may file suit in court challenging these rules.

List of Subjects in 9 CFR Part 201

Bonding, Dealer, Market Agency, Packer, Registration.

Done at Washington, DC, this 14th day of August 1995.

Calvin W. Watkins,

Acting Administrator, Grain Inspection, Packers and Stockyards Administration.

For the reasons set forth in the preamble, the Grain Inspection, Packers and Stockyards Administration proposes to amend 9 CFR part 201 as follows:

PART 201—[AMENDED]

1. The authority citation for part 201 continues to read as follows:

Authority: 7 U.S.C. 204, 228: 7 CFR 2.17(e), 2.56.

2. Revise § 201.27(b) as follows:

§ 201.27 Underwriter: equivalent in lieu of bonds; standard forms.

* * * * *

(b) Any packer, market agency, or dealer required to maintain a surety bond under these regulations may elect to maintain, in whole or partial substitution for such surety bond, a bond equivalent as provided below. The total amount of any such surety bond, equivalent, or combination thereof, must be the total amount of the surety bond otherwise required under these regulations. Any such bond equivalent must be in the form of:

(1) A trust fund agreement governing funds actually deposited or invested in fully negotiable obligations of the United States or Federally insured deposits or accounts in the name of and readily convertible to currency by a trustee as provided in § 201.32 or

(2) A trust agreement governing funds which may be drawn by a trustee as provided in § 201.32, under one or more irrevocable, transferable, standby letters of credit, issued by a Federally insured bank or institution and physically received and retained by such trustee.

* * * * *

(Approved by the Office of Management and Budget under control number 0590–0001)

3. Revise § 201.34(c) as follows:

§ 201.34 Termination of market agency, dealer and packer bonds.

* * * * *

(c) Each trust fund agreement and trust agreement shall contain a provision requiring that, prior to terminating such agreement, at least 30 days notice in writing shall be given to the Administrator, Grain Inspection, Packers and Stockyards Administration, U.S. Department of Agriculture, Washington, DC 20250, by the party terminating the agreement. Such provision shall state that in the event the principal named therein files an acceptable bond or bond equivalent to replace the agreement, the 30-day notice requirement may be waived and the agreement will be terminated as of the effective date of the replacement bond or bond equivalent.

(Approved by the Office of Management and Budget under control number 0590–0001)

[FR Doc. 95–20492 Filed 8–18–95; 8:45 am]

BILLING CODE 3410–KD–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95–ANE–12]

Airworthiness Directives; AlliedSignal, Inc. LTS101–600 Series Turboshaft 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 AlliedSignal, Inc. LTS101–600 series turboshaft engines. This proposal would require installation of an improved design fuel control. This proposal is prompted by reports of fuel control bearings failing prior to the recommended overhaul period. The actions specified by the proposed AD are intended to prevent a fuel control failure, which could result in an uncommanded increase or decrease in engine power.

DATES: Comments must be received by September 20, 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. 95–ANE–12, 12 New England Executive Park, Burlington, MA 01803–5299. Comments may be inspected at this location between 8:00 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 Customer Support, AlliedSignal Engines, 550 Main St., Stratford, CT 06497–7593; telephone (203) 385–1135, fax (203) 385–1272. 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: Dave Keenan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7139, 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 95–ANE–12.'' 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. 95–ANE–12, 12 New England Executive Park, Burlington, MA 01803–5299.

Discussion

The AlliedSignal, Inc. Models LTS101–600A–2/A–3 turboshaft engine utilizes an AlliedSignal Aerospace Equipment Division (formerly AlliedSignal Controls and Accessories/Bendix) fuel control, Part Number (P/N) 4–301–098–XX or P/N 4–301–288–XX, mated to a Chandler Evans fuel pump, P/N 4–301–128–03. An early design of the LTS101 fuel pump shaft seal had a tendency to leak fuel briefly during engine starts. As the fuel control shaft mates with the fuel pump shaft, the leakage could enter the fuel control drive bearings, which are lubricated with Rheotemp 500, a blue grease for which fuel is a solvent. The fuel control bearing grease could then become washed out, and the bearings may not be capable of continuing to operate for the recommend overhaul period of 2,400 hours. This condition, if not corrected, could result in a fuel control failure, which could result in an uncommanded increase or decrease in engine power.

To reduce the impact of blue grease washout, AlliedSignal Aerospace Equipment Division has improved the bearing design by using the existing ball bearing with a Meldin impregnated bearing retainer (cage). Meldin 8100 is a porous polymide that retains Rheotemp 500 grease after exposure to fuel.

The Federal Aviation Administration (FAA) has reviewed and approved the technical contents of AlliedSignal Engines Service Bulletin (SB) No. LTS101A–73–20–0166, Revision 1, dated November 21, 1994, that describes procedures for installing improved fuel controls.

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 the installation of an improved fuel control in accordance with Service Bulletin LTS101A–73–20–0166. The installation would be required at the next replacement of an affected fuel control, or not exceeding 300 hours time in service (TIS) after the effective date of this airworthiness directive (AD), or December 1, 1995, whichever occurs first. The compliance time is based on the fact that the main fuel control bearing failures are random in nature and are dependent upon fuel occasionally leaking past the fuel pump drive shaft seal. The FAA has determined that the existing LTS101 maintenance requirements, along with design changes made to the main fuel pump, will significantly minimize the potential for future events during this drawdown period. The actions would be required to be accomplished in accordance with the SB described previously.

The FAA estimates that 216 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 2.5 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 $1,000 per engine. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $248,400.

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. 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

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

AlliedSignal, Inc.: Docket No. 95–ANE–12.

Applicability: AlliedSignal, Inc. Models LTS101–600A–2 and A–3 turboshaft engines, installed on but not limited to Eurocopter AS350 series aircraft.

Note: This airworthiness directive (AD) applies to each engine 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 engines 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 (b) to request approval from the Federal Aviation Administration (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 engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent a fuel control failure, which could result in an uncommanded increase or decrease in available engine power, accomplish the following:

(a) At the next replacement of an affected fuel control, prior to accumulating 300 hours time in service (TIS) after the effective date of this AD, or December 1, 1995, whichever occurs first, accomplish the following in accordance with AlliedSignal Engines Service Bulletin (SB) No. LTS101A–73–20–0166, Revision 1, dated November 21, 1994:

(1) For AlliedSignal, Inc. Model LTS101–600A–2 engines, install an improved fuel control, P/N 4–301–098–04 with ''B'' or ''BF'' stamped on the data plate after the dash number of the AlliedSignal Aerospace Equipment Division (formerly AlliedSignal Controls and Accessories/Bendix) P/N, or P/N 4–301–098–15.

(2) For AlliedSignal, Inc. Model LTS101–600A–3 engines, install an improved fuel control, P/N 4–301–288–02 with ''B'' or ''BF'' stamped on the data plate after the dash number of the AlliedSignal Aerospace Equipment Division (formerly AlliedSignal Controls and Accessories/Bendix) P/N, or P/N 4–301–288–04.

(b) 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.

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

Issued in Burlington, Massachusetts, on August 15, 1995.

James C. Jones,

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

[FR Doc. 95–20621 Filed 8–18–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–NM–114–AD]

Airworthiness Directives; McDonnell Douglas Model MD–11 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the supersedure of an existing airworthiness directive (AD), applicable to certain McDonnell Douglas Model MD–11 series airplanes, that currently requires visual inspections to detect cracking of the outboard and inboard surfaces of the upper spar angles of the wing pylons, and repair of any cracked upper spar angles. This action would require eddy current inspections to detect cracking of the upper spar angles on the left and right sides of the wing pylons, and replacement of the spar angles as terminating action for the inspections. This proposal is prompted by the development of a modification that positively addresses the unsafe condition. The actions specified by the proposed AD are intended to prevent loss of load-carrying and fail-safe capability of the upper inboard spar cap of the wing pylon, which could subsequently reduce the structural integrity of the airplane.

DATES: Comments must be received by October 17, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–114–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1–L51 (2–60). This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California.

FOR FURTHER INFORMATION CONTACT: Wahib Mina, Aerospace Engineer, Systems and Equipment Branch, ANM–130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627–5324; fax (310) 627–5210.

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 shall 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 95–NM–114–AD.'' 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, Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–114–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

On February 23, 1995, the FAA issued AD 95–04–15, amendment 39–9167 (60 FR 11623, March 2, 1995), which is applicable to certain McDonnell Douglas Model MD–11 series airplanes. That AD requires initial and repetitive visual inspections to detect cracking of the outboard and inboard surfaces of the upper spar angles on the number 1 and number 3 wing pylons. That AD also requires repair of cracked upper spar angles. Additionally, that AD requires that operators report the results of the initial and repetitive visual inspections to the FAA. That AD action was prompted by a report of cracking of the upper inboard spar cap. The requirements of that AD are intended to prevent reduced structural integrity of the airplane due to cracking in the upper inboard spar cap.

Since the issuance of that AD, the FAA has reviewed and approved McDonnell Douglas Alert Service Bulletin MD11–54A049 R03, Revision 3, dated May 18, 1995, which describes procedures for visual inspections to detect cracking of the outboard and inboard surfaces of the upper spar angles on the number 1 and number 3 wing pylons. It also describes procedures for eddy current inspections to detect cracking on the forward end of the left and right sides of the upper spar angles on the number 1 and number 3 wing pylons.

The FAA has also reviewed and approved McDonnell Douglas Service Bulletin MD11–54–049 R01, Revision 1, dated May 18, 1995, which describes procedures for replacement of the upper spar angles on the left and right sides of the number 1 and number 3 wing pylons. Accomplishment of this replacement eliminates the need for the repetitive visual and eddy current inspections of this area.

In the preamble to AD 95–04–15, the FAA indicated that the repetitive visual inspections required by that AD were considered ''interim action,'' and that additional rulemaking action was being considered. The FAA has determined that eddy current inspections of the spar angles and eventual replacement of the spar angles will positively address the unsafe condition identified as loss of load-carrying and fail-safe capability of the upper inboard spar cap of the wing