

Dated: February 23, 1996.
 Martha B. Ransom,
*Acting Deputy Director, Fruit and Vegetable
 Division.*
 [FR Doc. 96-4704 Filed 2-28-96; 8:45 am]
BILLING CODE 3410-02-P

DEPARTMENT OF THE TREASURY

Community Development Financial Institutions Fund

12 CFR Parts 1805 and 1806

RIN 1505-AA72

Community Development Financial Institutions Program; Bank Enterprise Award Program; Correction

AGENCY: Community Development
 Financial Institutions Fund, Department
 of the Treasury.

ACTION: Correction to interim rule.

SUMMARY: This document contains
 corrections to the interim regulations
 that were published Tuesday, January
 23, 1996 (61 FR 1699). The regulations
 relate to the Community Development
 Financial Institutions Program and the
 Bank Enterprise Award Program.

EFFECTIVE DATE: January 23, 1996.

FOR FURTHER INFORMATION CONTACT:
 Kirsten S. Moy, Director, Community
 Development Financial Institutions
 Fund at (202) 343-0620. (This is not a
 toll free number.)

SUPPLEMENTARY INFORMATION: The
 interim regulations that are the subject
 of these corrections revised the interim
 regulations for the Community
 Development Financial Institutions
 Program and the Bank Enterprise
 Program that were published in the
 Federal Register on October 19, 1995
 (60 FR 54110). As published, the
 amendatory instructions contained
 errors which may prove to be
 misleading and are in need of
 clarification.

Accordingly, the publication on
 January 23, 1996 of the interim
 regulations, which were the subject of
 FR Doc. 96-745, is corrected as follows:

1. On page 1701, in the first column,
 amendatory instruction number 4, in the
 first line, the citation "1806.600" is
 corrected to read "1805.600".

§ 1806.202 [Corrected]

2. On page 1702, in the second
 column, amendatory instruction number
 5, in the third line, the citation "(d)(2)"
 is corrected to read "(b)(2)", and in the
 fourth line the citation "(d)(3)" is
 corrected to read "(b)(3)".

3. On page 1702, in the third column,
 amendatory instruction number 7 is

correctly designated as amendatory
 instruction number 6.

Dated: February 23, 1996.
 Kirsten S. Moy,
*Director, Community Development Financial
 Institutions Fund.*
 [FR Doc. 96-4666 Filed 2-28-96; 8:45 am]
BILLING CODE 4810-70-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-ANE-54; Amendment 39-
 9512; AD 96-04-01]

Airworthiness Directives; AlliedSignal Inc. TFE731 Series Turbofan Engines

AGENCY: Federal Aviation
 Administration, DOT.

ACTION: Final rule; request for
 comments.

SUMMARY: This amendment supersedes
 an existing airworthiness directive (AD),
 applicable to AlliedSignal Inc. (formerly
 Garrett Engine Division) TFE731 series
 turbofan engines, that currently requires
 eddy current inspection of certain fan
 rotor disks for cracks, and replacement,
 if necessary, with serviceable parts. This
 amendment requires reinspection of 33
 additional fan rotor disks, beyond the
 quantity of reinspections required by
 AD 93-25-16. This amendment is
 prompted by discrepancies in several
 magnetic tape records discovered as a
 result of recent improvements in the
 inspection tape review process. The
 actions specified by this AD are
 intended to prevent an uncontained
 failure of the fan rotor disk due to
 fatigue cracking in the dovetail slots,
 which can result in inflight engine
 shutdowns, severe secondary damage,
 and fan rotor assembly separation from
 the engine.

DATES: Effective March 15, 1996.

The incorporation by reference of
 certain publications listed in the
 regulations is approved by the Director
 of the Federal Register as of March 15,
 1996.

Comments for inclusion in the Rules
 Docket must be received on or before
 April 29, 1996.

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-54, 12 New England Executive
 Park, Burlington, MA 01803-5299.

The service information referenced in
 this AD may be obtained from

AlliedSignal Aerospace, Attn: Data
 Distribution, M/S 64-03/2101-201, P.O.
 Box 29003, Phoenix, AZ 85038-9003;
 telephone (602) 365-2493, fax (602)
 365-5577. This information may be
 examined at the FAA, New England
 Region, Office of the Assistant Chief
 Counsel, Burlington, MA; or at the
 Office of the Federal Register, 800 North
 Capitol Street, NW., suite 700,
 Washington, DC.

FOR FURTHER INFORMATION CONTACT:
 Joseph Costa, Aerospace Engineer, Los
 Angeles Aircraft Certification Office,
 FAA, Transport Airplane Directorate,
 3960 Paramount Blvd., Lakewood, CA
 90712-4137; telephone (310) 627-5246;
 fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: On
 December 21, 1993, the Federal
 Aviation Administration (FAA) issued
 airworthiness directive (AD) 93-25-16,
 Amendment 39-8780 (59 FR 4, January
 3, 1994), applicable to AlliedSignal Inc.
 (formerly Garrett Engine Division)
 TFE731-2, -3, and -3R series turbofan
 engines. That AD requires eddy current
 inspection of certain fan rotor disks for
 cracks, and replacement, if necessary, of
 these fan rotor disks. That action was
 prompted by reports of an uncontained
 failure of a fan rotor disk on an Allied
 Signal Inc. Model TFE731-3 turbofan
 engine. The FAA investigation
 determined that a fatigue crack
 originated in the aft acute corner of the
 dovetail slot. The fan rotor disk had
 accumulated a total of 5,291 cycles in
 service (CIS) at the time of the failure,
 and had been eddy current inspected in
 1990 when the disk had accumulated
 4,055 CIS. The fan rotor disk displayed
 evidence of broaching grooves produced
 during the manufacture of the blade
 dovetail slots. These machining grooves
 may have contributed to the fan rotor
 disk failure. From a metallurgical
 analysis, the FAA determined that the
 failed fan rotor disk had dovetail cracks
 which were not detected at the time of
 the eddy current inspection. A review of
 the eddy current inspection process
 used to inspect this fan rotor disk and
 all fan rotor disks inspected prior to
 May 1991 determined that the
 inspection process was not acceptable.
 Those fan rotor disk cracks, if not
 corrected, could result in an
 uncontained failure of the fan rotor disk
 due to fatigue cracking in the dovetail
 slots, which can result in inflight engine
 shutdowns, severe secondary damage,
 and fan rotor assembly separation from
 the engine.

After 1991, the eddy current
 inspection process required magnetic
 tape records (henceforth referred to as
 tapes) of the eddy current inspection