

TABLE 2.—UNIT RATES—Continued

Service ^{1, 3}	Rough rice	Brown rice for processing	Milled rice
Interpretive line samples: ²			
(a) Milling degree (per set) .....	.....	.....	80.30
(b) Parboiled light (per sample) .....	.....	.....	20.10
Extra copies of certificates (per copy)	3.00	3.00	3.00
EFFECTIVE JANUARY 1, 1998			
Inspection for quality (per lot, subplot, or sample inspection)	\$32.90	\$28.40	\$20.20
Factor analysis for any single factor (per factor):			
(a) Milling yield (per sample)	25.50	25.50	.....
(b) All other factors (per factor)	12.10	12.10	12.10
Total oil and free fatty acid .....	.....	39.80	39.80
Interpretive line samples: ²			
(a) Milling degree (per set) .....	.....	.....	85.10
(b) Parboiled light (per sample) .....	.....	.....	21.30
Extra copies of certificates (per copy)	3.00	3.00	3.00

¹ Fees apply to determinations (original or appeals) for kind, class, grade, factor analysis, equal to type, milling yield, or any other quality designation as defined in the U.S. Standards for Rice or applicable instructions, whether performed singly or combined at other than at the applicant's facility.

² Interpretive line samples may be purchased from the U.S. Department of Agriculture, Federal Grain Inspection Service, Field Management Division, Board of Appeals and Review, USDA, FGIS Technical Center, 10383 North Executive Hills Boulevard, Kansas City, MO 68030. Interpretive line samples also are available for examination at selected FGIS field offices. A list of field offices may be obtained from the Deputy Director, Field Management Division, USDA, GIPSA, FGIS, P.O. Box 96454, Washington, DC 20090-6454. The interpretive line samples illustrate the lower limit for milling degrees only and the color limit for the factor "Parboiled Light" rice.

³ Fees for other services not referenced in Table 2 will be based on the noncontract hourly rate listed in Section 868.90, Table 1.

Dated: January 3, 1996.

Michael V. Dunn,

Assistant Secretary, Marketing and Regulatory Programs.

[FR Doc. 96-325 Filed 1-10-96; 8:45 am]

BILLING CODE 3410-EN-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-NM-84-AD]

Airworthiness Directives; Aerospatiale Model ATR42 Series Airplanes and Model ATR72 Series Airplanes

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 all Aerospatiale Model ATR42 series airplanes and Model ATR72 series airplanes. This proposal would require replacement of the attachment clips on the wing-to-fuselage fairings and on the upper cowlings of the engine nacelle with new improved attachment clips. This proposal also would require adding cup washers on the wing-to-fuselage fairing panels on certain airplanes. This proposal is prompted by a report of

deformed attachment clips found on the wing-to-fuselage fairings and on the upper cowlings of the engine nacelle. The actions specified by the proposed AD are intended to prevent deformation of the attachment clips due to insufficient strength of the attachment clip material. Such deformation of the attachment clips could result in the fairings and cowlings detaching from the airplane during flight and subsequently causing damage to the empennage or posing a hazard to persons or property on the ground.

DATES: Comments must be received by February 20, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-84-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 Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Gary Lium, Aerospace Engineer,

Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-1112; fax (206) 227-1320.

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-84-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-84-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on certain *Aérospatiale* Model ATR42 series airplanes and Model ATR72 series airplanes. The DGAC advises that it has received a report of deformed attachment clips found on the wing-to-fuselage fairings and on the upper cowlings of the engine nacelle. Investigation has revealed that the attachment clips were deformed due to insufficient strength of the attachment clip material. This condition, if not corrected, could result in the fairings and cowlings detaching from the airplane in flight, and subsequently causing damage to the empennage. Such items departing the airplane could also pose a hazard to persons and property on the ground.

Aérospatiale has issued Service Bulletins ATR42-53-0081, Revision 1, dated December 9, 1994 (for Model ATR42 series airplanes) and ATR72-53-1043, Revision 1, dated December 9, 1994 (for Model ATR72 series airplanes). These service bulletins describe procedures for replacing the existing attachment clips on the wing-to-fuselage fairings and on the upper cowlings of the engine nacelle with new clips that are manufactured with an improved material; this will prevent deformation of the clips. The DGAC classified these service bulletins as mandatory and issued French airworthiness directives 94-162-056(B), dated July 6, 1994 (for Model ATR42 series airplanes); and 94-161-021(B), dated July 6, 1994 (for Model ATR72 series airplanes), in order to assure the continued airworthiness of these airplanes in France.

Aérospatiale also issued Service Bulletins ATR42-53-0082, dated June 6, 1994 (for Model ATR42 series airplanes); and ATR72-53-1044, dated June 6, 1994 (for Model ATR72 series airplanes). These service bulletins describe procedures for adding cup washers under the fastener countersunk

holes, which improve the panel bonding. These service bulletins also describe replacing the clip system with a system equipped with a spring which causes screw head misalignment when the screws are not tightened, which will enable checking to ensure correct installation of these parts. The DGAC has approved these service bulletins, but has not classified them as mandatory.

Those airplane models are manufactured in France and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of those type designs that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type designs registered in the United States, the proposed AD would require replacement of the existing attachment clips on the wing-to-fuselage fairings and on the engine nacelle upper cowlings with new and improved attachment clips for certain airplanes. The proposed AD would also require adding cup washers under the fastener countersunk holes, as well as, replacement of the existing attachment clips on the wing-to-fuselage fairings and on the engine nacelle upper cowlings with new and improved attachment clips for certain other airplanes. The actions would be required to be accomplished in accordance with the service bulletins described previously.

Operators should note that the applicability of this proposed action would include certain additional airplanes that are not addressed in the corresponding French airworthiness directives, described previously. The FAA has included these additional airplanes since it has determined that the unsafe condition described in this proposed rulemaking action is likely to exist or develop on these airplanes.

The FAA estimates that 145 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 20 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. The manufacturer would provide required parts at no cost

to the operators. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$174,000, or \$1,200 per airplane.

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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:

Aérospatiale: Docket 95-NM-84-AD.

Applicability: All Model ATR42 series airplanes and Model ATR72 series airplanes, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (f) 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 airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent deformation of the attachment clips on the wing-to-fuselage fairings and on the upper cowlings of the engine nacelle, which could result in the fairings and cowlings detaching from the airplane during flight and subsequently causing damage to the empennage or posing a hazard to persons or property on the ground, accomplish the following:

(a) For Model ATR42 series airplanes on which Modification 2601 (Aerospatiale Service Bulletin ATR42-53-0063) has been installed: Within 9 months after the effective date of this AD, replace the existing attachment clips at the wing-to-fuselage fairings and the engine nacelle upper cowlings with new attachment clips, in accordance with Aerospatiale Service Bulletin ATR42-53-0081, Revision 1, dated December 9, 1994.

(b) For Model ATR42 series airplanes on which Modification 2601 (Aerospatiale Service Bulletin ATR42-53-0063) has not been installed: Within 9 months after the effective date of this AD, install cup washers (NAS1169C10) on the wing-to-fuselage fairing panels and replace the existing attachment clips at the wing-to-fuselage fairings and the engine nacelle upper cowlings with new attachment clips, in accordance with Aerospatiale Service Bulletin ATR42-53-0082, dated June 6, 1994.

(c) For Model ATR72 series airplanes on which Modification 2601 (Aerospatiale Service Bulletin ATR72-53-1008) has been installed: Within 9 months after the effective date of this AD, replace the existing attachment clips at the wing-to-fuselage fairings and the engine nacelle upper cowlings with new attachment clips, in accordance with Aerospatiale Service Bulletin ATR72-53-1043, Revision 1, dated December 9, 1994.

(d) For Model 72 series airplanes on which Modification 2601 (Aerospatiale Service Bulletin ATR72-53-1008) has not been installed: Within 9 months after the effective date of this AD, install cup washers (NAS1169C10) on the wing-to-fuselage fairing panels and replace the existing attachment clips at the wing-to-fuselage fairings and the engine nacelle upper

cowlings with new attachment clips, in accordance with Aerospatiale Service Bulletin ATR72-53-1044, dated June 6, 1994.

(e) As of the effective date of this AD, no person shall install an attachment clip, part number S539101000000 or part number S5391009400000, on any airplane.

(f) 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, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(g) 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.

Issued in Renton, Washington, on January 4, 1996.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 96-394 Filed 1-10-96; 8:45 am]
BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-275-AD]

Airworthiness Directives; Airbus Model A310 Series Airplanes

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 all Airbus Model A310 series airplanes. This proposal would require various inspections to detect fatigue cracks at certain locations on the fuselage, horizontal stabilizer, and wings and tail, and repair or modification, if necessary; and installation of doublers. This proposal is prompted by results of full-scale fatigue testing of a Model A310 series airplane, which revealed fatigue cracks at those locations. The actions specified by the proposed AD are intended to prevent reduced structural integrity of the fuselage, horizontal stabilizer, and wings.

DATES: Comments must be received by February 20, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation

Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-275-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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Philip Forde, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2146; fax (206) 227-1149.

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-275-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.