

later than 20 days after the date of the entry of the ruling.

Pursuant to requirements set forth in the Regulatory Flexibility Act (RFA), the Agricultural Marketing Service (AMS) has considered the economic impact of this action on small entities.

The purpose of the RFA is to fit regulatory actions to the scale of business subject to such actions in order that small businesses will not be unduly or disproportionately burdened. Marketing orders issued pursuant to the Act, and rules issued thereunder, are unique in that they are brought about through group action of essentially small entities acting on their own behalf. Thus, both statutes have small entity orientation and compatibility.

There are approximately 40 handlers of Washington potatoes that are subject to regulation under the order and approximately 450 producers in the regulated production area. Small agricultural service firms, which include handlers of Washington potatoes, have been defined by the Small Business Administration (13 CFR 121.601) as those whose annual receipts are less than \$5,000,000, and small agricultural producers are defined as those whose annual receipts are less than \$500,000. The majority of potato handlers and producers regulated under the marketing agreement and order may be classified as small entities.

This final rule reduces the minimum diameter requirement from 2 1/8 inches to 2 inches for Russet type varieties of Washington potatoes shipped during the July 15 through August 31 period each season. This change will enable handlers to market a larger portion of the crop in fresh market outlets. This action is expected to improve the marketing of Washington potatoes and increase returns to producers. Therefore, the AMS has determined that this action will not have a significant economic impact on a substantial number of small entities.

Section 946.52 (7 CFR 946.52) authorizes the issuance of regulations for grade, size, quality, maturity, and pack for any variety or varieties of potatoes grown in different portions of the production area during any period.

Size regulations are currently in effect under section 946.336 in terms of minimum diameter and minimum weight. All Russet types must be 2 1/8 inches minimum diameter or 4 ounces minimum weight during the period July 15 through August 31 each season, and 2 inches or 4 ounces during the remainder of the season. This rule amends section 946.336 by reducing the minimum diameter requirement for Russet type varieties from 2 1/8 inches to

2 inches during the July 15 through August 31 period each season. Thus, the 2 inch minimum diameter or 4 ounce minimum weight will apply to Russet type potatoes throughout the entire season.

At its meeting on February 15, 1996, the Committee unanimously recommended reducing the minimum diameter requirement for Russet type varieties to 2 inches during the period July 15 through August 31, when early crop shipments are made.

When the current minimum diameter requirement for Russet type varieties was established, the Norgold Russet was the primary variety being grown for the early market, i.e., the months of July and August. This variety is more round in shape than those varieties grown for shipment later in the season. The newer varieties grown for the early market, such as the Norkotah Russet, are shaped the same as the varieties traditionally marketed later in the season. Thus, there is no need for a larger diameter requirement for earlier varieties. Therefore, the Committee recommended that all Russet type varieties be subject to the same minimum diameter requirement throughout the entire marketing season.

Reducing the minimum diameter will enable handlers to market a larger portion of the crop in fresh market outlets. This change is expected to improve the marketing of Washington potatoes and increase returns to producers.

The proposed rule concerning this action was published in the April 22, 1996, Federal Register (61 FR 17587), with a 30-day comment period ending May 22, 1996. No comments were received.

After consideration of all relevant material presented, including the information and recommendations submitted by the Committee and other available information, it is hereby found that this rule, as hereinafter set forth, will tend to effectuate the declared policy of the Act.

Pursuant to 5 U.S.C 553, it is further found that good cause exists for not postponing the effective date of this action until 30 days after publication in the Federal Register because: (1) This action relaxes size requirements on handlers and must be effective on July 15, 1996, for the handlers to take full advantage of the relaxed requirements; (2) a 30-day period for written comments was provided on this action and no comments were received; and (3) delaying the effective date of this action will serve no useful purpose.

List of Subjects in 7 CFR Part 946

Marketing agreements, Potatoes, Reporting and recordkeeping requirements.

For the reasons set forth in the preamble, 7 CFR part 946 is hereby amended as follows:

PART 946—IRISH POTATOES GROWN IN WASHINGTON

1. The authority citation for 7 CFR part 946 continues to read as follows:

Authority: 7 U.S.C. 601-674.

2. Section 946.336 is amended by revising paragraph (a)(2)(ii) to read as follows:

§ 946.336 Handling regulation.

* * * * *

(a) * * *

(2) * * *

(ii) All Russet types, 2 inches (54.0 mm) minimum diameter, or 4 ounces minimum weight.

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Dated: June 13, 1996.

Sharon Bomer Lauritsen,
Acting Director, Fruit and Vegetable Division.
[FR Doc. 96-15629 Filed 6-18-96; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 93-ANE-64; Amendment 39-9668; AD 96-12-27]

RIN 2120-AA64

Airworthiness Directives; AlliedSignal Inc. (formerly Textron Lycoming) LTS 101 Series Turboshift and LTP 101 Series Turboprop Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to AlliedSignal Inc. (formerly Textron Lycoming) LTS 101 series turboshift and LTP 101 series turboprop engines, that requires removal from service of suspect disks for a one-time inspection of the disk tenon area of the gas generator turbine disk. This amendment is prompted by a report of a gas generator turbine disk tenon failure. The actions specified by this AD are intended to prevent total loss of engine power, inflight engine shutdown, and possible damage to the aircraft.

DATES: Effective August 19, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 19, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from AlliedSignal Engines, 111 South 34th Street, Phoenix, AZ 85072; telephone (602) 365-2493, fax (602) 365-2210. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7148, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to AlliedSignal Inc. (formerly Textron Lycoming) LTS 101 series turboshaft and LTP 101 series turboprop engines was published in the Federal Register on May 15, 1995 (60 FR 25869). That action proposed to require a one-time inspection of the disk tenon area of the gas generator turbine disk in accordance with Textron Lycoming Service Bulletin (SB) No. LT 101-72-50-0150, dated September 1, 1993.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

The FAA estimates that 618 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 6.5 work hours per engine to accomplish the required actions, and that the average labor rate is \$60 per work hour. AlliedSignal Inc. has advised that they will supply disks or rotors on an exchange basis at no cost to the operator. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$229,896.

The regulations adopted herein will 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 final rule does 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) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air Transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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), 40113, 44701.

§ 39.13 [Amended]

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

96-12-27 AlliedSignal Inc.: Amendment 39-9668. Docket 93-ANE-64.

Applicability: AlliedSignal Inc. (formerly Textron Lycoming) LTS 101 series turboshaft and LTP 101 series turboprop engines installed on but not limited to Aerospatiale AS 350 and SA366G, Bell 222, and Messerschmitt-Bolkow-Blohm (MBB) BK117 helicopters; and Piaggio P166-DL3 and Airttractor AT302 airplanes.

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 total loss of engine power, inflight engine shutdown, and possible damage to the aircraft, accomplish the following:

(a) Remove from service suspect disks and perform a one-time inspection of the disk tenon area of the gas generator turbine disk, and replace, if necessary, with a serviceable part, in accordance with Textron Lycoming Service Bulletin (SB) No. LT 101-72-50-0150, dated September 1, 1993, as follows:

(1) For disks with greater than 5,000 cycles since new (CSN) on the effective date of this AD, remove within 235 cycles in service (CIS).

(2) For disks with 4,501 to 5,000 CSN on the effective date of this AD, remove within 285 CIS.

(3) For disks with 4,001 to 4,500 CSN on the effective date of this AD, remove within 350 CIS.

(4) For disks with 3,501 to 4,000 CSN on the effective date of this AD, remove within 450 CIS.

(5) For disks with 3,001 to 3,500 CSN on the effective date of this AD, remove within 600 CIS.

(6) For disks with 2,501 to 3,000 CSN on the effective date of this AD, remove within 800 CIS, or prior to accumulating 3,400 CSN, whichever occurs later.

(7) For disks with 2,001 to 2,500 CSN on the effective date of this AD, remove within 1,100 CIS, or prior to accumulating 3,400 CSN, whichever occurs later.

(8) For disks with less than 2,000 CSN on the effective date of this AD, remove prior to accumulating 3,400 CSN.

(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.

(d) The actions required by this AD shall be done in accordance with the following SB:

	Docu- ment No.	Pages revision	Date
Textron Lycoming, SB No. LT 101-72-50-0150	1-6	Original	September 1, 1993.
Total Pages: 6.			

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from AlliedSignal Engines, 111 South 34th Street, Phoenix, AZ 85072; telephone (602) 365-2493, fax (602) 365-2210. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(e) This amendment becomes effective on August 19, 1996.

Issued in Burlington, Massachusetts, on June 3, 1996.

James C. Jones,

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

[FR Doc. 96-15383 Filed 6-18-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-NM-195-AD; Amendment 39-9671; AD 96-13-03]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model DC-9 and C-9 (Military) Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to McDonnell Douglas Model DC-9 and C-9 (military) series airplanes, that currently requires the implementation of a program of structural inspections to detect and correct fatigue cracking in order to ensure the continued airworthiness of these airplanes as they approach the manufacturer's original fatigue design life goal. This amendment requires, among other things, revision of the existing program to require additional visual inspections of additional structure. This amendment is prompted by new data submitted by the manufacturer indicating that certain revisions to the program are necessary in order to increase the confidence level of the statistical program to ensure

timely detection of cracks in various airplane structures. The actions specified by this AD are intended to prevent fatigue cracking that could compromise the structural integrity of these airplanes.

DATES: Effective July 24, 1996.

The incorporation by reference of McDonnell Douglas Report No. L26-008, "DC-9 Supplemental Inspection Document (SID)," Volume III-95, dated September 1995, as listed in the regulations is approved by the Director of the Federal Register as of July 18, 1996.

The incorporation by reference of McDonnell Douglas Report No. L26-008, "DC-9 Supplemental Inspection Document (SID)," Volume III-92, dated July 1992, was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of March 14, 1994 (59 FR 6538, February 11, 1994).

ADDRESSES: The service information referenced in this AD 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 Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Sol Davis or David Hsu, Aerospace Engineers, Airframe Branch, ANM-120L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (310) 627-5233 for Mr. Davis, or (310) 627-5323 for Mr. Hsu; fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 94-03-01, amendment 39-8807 (59 FR 6538, February 11, 1994), which is applicable to certain McDonnell Douglas Model

DC-9 and C-9 (military) series airplanes, was published as a supplemental notice of proposed rulemaking (NPRM) in the Federal Register on January 9, 1996 (61 FR 637). The action proposed to require additional visual inspections of certain Principal Structural Elements (PSE's) on certain airplanes listed in the Structural Inspection Document (SID) planning data; a revision of the reporting requirements; an increase in the sample size for one PSE; and deletion of the requirement to perform certain visual inspections of the Fleet Leader Operator Sampling (FLOS) Principal Structural Elements (PSE).

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Support for the Proposal

One commenter supports the proposed rule.

Request To Extend the Compliance Time

One commenter requests that the compliance time for incorporating the SID revision into the FAA-approved maintenance inspection program be extended from the proposed 6 months to 1 year. This commenter also requests a corresponding increase in the completion end dates for each PSE inspection. The commenter states that it would have to special schedule its fleet of airplanes to accomplish this program within the proposed compliance time; this would entail considerable additional expenses and schedule disruptions. Further, this commenter points out that the SID program is becoming a larger and larger burden to airlines.

The FAA does not concur with the commenter's request to extend the compliance time. The FAA finds that changes in the program that are described in Volume III-92 and Volume III-95 of McDonnell Douglas Report No. L26-008, and required by this AD, introduce relatively minor changes to the overall scope of the DC-9 SID program. In addition, the FAA points out that Volume III-95 deletes the FLOS visual inspections that were previously required by AD 94-03-01 and, thereby,