

the public at large to assist USDA in making a decision about this issue.

Issues for Comment

The Department is interested in receiving public comments on whether the current 6-gram sugar limit for WIC-eligible adult cereals should be changed. The Department has identified several positions related to this decision that commenters may wish to address. USDA would like to know which, if any, of the following options would be most appropriate for WIC food packages that make adult cereal available:

- Retain the current 6-gram sugar limit unchanged, counting all sugar, both naturally occurring and added, as part of the total sugar content of the cereal.
- Set a new sugar limit, either higher or lower than the current 6-gram level. If this option is selected, commenters should specify a new sugar limit, e.g., grams of sugar per dry ounce of cereal, and their justification for suggesting a new limit.
- Revise the 6-gram sugar limit to represent only the amount of sugar added during the manufacturing of a cereal, representing either a separate ingredient (e.g., table sugar, corn syrup, brown sugar, honey, and maltodextrin) or a separate component of a processed or man-made ingredient (e.g., marshmallow and caramel), and exclude the naturally occurring, inherent sugar in the cereal (e.g., sugars in grains, dried fruits, and nonfat dry milk).
- Eliminate the Federal sugar limit for WIC-eligible adult cereals. However, WIC State agencies would have the authority to establish and enforce a sugar limit of their own for WIC-eligible adult cereals approved for use in their respective States.

Commenters are also invited to recommend alternative options not stated above. In order for comment letters to be most useful to the Department, commenters are urged to discuss both the pros and cons of their recommendations as they apply to WIC participants and program operations, including any problems WIC State agencies may encounter in implementing a proposed alternative option. USDA is very interested to know how any change might impact the provision and effect of WIC food benefits and nutrition education. The Department also would like to know whether WIC State and local agencies believe that the current 6-gram limit provides an adequate range of choices for both WIC agencies and participants, consistent with the nutritional purposes of the WIC Program.

Dated: March 8, 1996.
William E. Ludwig,
Administrator, Food and Consumer Service.
[FR Doc. 96-6178 Filed 3-15-96; 8:45 am]
BILLING CODE 3410-30-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-NM-254-AD]

Airworthiness Directives; McDonnell Douglas Model DC-10 and MD-11 Series Airplanes, and KC-10A (Military) 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 certain McDonnell Douglas Model DC-10 and MD-11 series airplanes, and KC-10A (military) airplanes. This proposal would require identifying and replacing certain lock link bolts in the nose landing gear (NLG). This proposal is prompted by a report indicating that certain bolts were improperly heat-treated during manufacturing, which makes them prone to failure. The actions specified by the proposed AD are intended to prevent failure of the lock link bolts in the NLG, which could result in the collapse of the NLG.

DATES: Comments must be received by May 13, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-254-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.

FOR FURTHER INFORMATION CONTACT: Wahib Mina, Aerospace Engineer, Airframe Branch, ANM-120L, 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-254-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-254-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The FAA has received a report indicating that certain lock link bolts, which may be installed in the nose landing gear (NLG) of certain McDonnell Douglas Model DC-10 and MD-11 series airplanes and KC-10A (military) airplanes, were improperly heat-treated during their manufacture. Investigation revealed that the suspect bolts were fabricated using a heat-treat process that was lacking the latest updated process instructions. The improper heat-treatment of these bolts makes them prone to failure. If an installed bolt were to fail, it could cause the NLG to collapse.

The FAA has reviewed and approved McDonnell Douglas Service Bulletin DC10-32-242 (for Model DC-10 series airplanes), dated November 1, 1995; and McDonnell Douglas Service Bulletin MD11-32-060 (for Model MD-11 series airplanes), dated November 6, 1995. These service bulletins describe procedures for conducting a visual inspection to identify the serial number of suspect lock link bolts, and the replacement of those bolts with new bolts having different serial numbers. Replacing a suspect bolt will minimize the possibility of a bolt failure and subsequent NLG collapse.

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 a one-time visual inspection to identify the suspect lock link bolts, and the replacement of those bolts with new serviceable bolts. The actions would be required to be accomplished in accordance with the service bulletin described previously.

There are approximately 565 Model DC-10 and MD-11 series airplanes and KC-10A (military airplanes) of the affected design in the worldwide fleet. The FAA estimates that 334 airplanes of U.S. registry would be affected by this proposed AD.

It would take approximately .5 work hour per airplane to accomplish the proposed one-time inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$10,020, or \$30 per airplane.

If a suspect lock link bolt is found to be installed on an airplane, its removal and replacement would take approximately 3 work hours to accomplish, at an average labor rate of \$60 per work hour. Replacement parts would be supplied by the manufacturer at no charge to operators. Based on these figures, the cost impact of the replacement action on U.S. operators is estimated to be \$180 per airplane.

The cost impact figures discussed above are 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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

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

McDonnell Douglas: Docket 95-NM-254-AD.

Applicability: Model DC-10-10, -15, -30, and -40 series airplanes, and KC-10A airplanes, as listed in McDonnell Douglas Service Bulletin DC10-32-242, dated November 1, 1995; and Model MD-11 series airplanes as listed in McDonnell Douglas Service Bulletin MD11-32-060, dated November 6, 1995; 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 request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not

been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously. To prevent collapse of the nose landing gear as a result of failure of the lock link bolt, accomplish the following:

(a) Within 24 months after the effective date of this AD, perform a visual inspection to determine the serial number of the lock link bolt, part number (P/N) ACG7079-1, installed in the nose landing gear (NLG), in accordance with procedures specified in McDonnell Douglas Service Bulletin DC10-32-242, dated November 1, 1995, for Model DC-10 series airplanes; or McDonnell Douglas Service Bulletin MD11-32-060, dated November 6, 1995, for Model MD-11 series airplanes.

(b) If the serial number of the lock link bolt is not AP001 through AP036 inclusive, or AP200 through AP344 inclusive: No further action is required by this AD.

(c) If the serial number of the lock link bolt is AP001 through AP036 inclusive, or AP200 through AP344 inclusive: Prior to further flight, replace the lock link bolt with a new bolt, P/N ACG7079-1, that does not have one of those serial numbers.

(d) As of the effective date of this AD, no person shall install a lock link bolt, part number (P/N) ACG7079-1, having a serial number of AP001 through AP036 inclusive, or AP200 through AP344 inclusive, on any airplane.

(e) 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, Los Angeles Aircraft Certification Office (ACO), 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, Los Angeles ACO.

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

(f) 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 March 12, 1996.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 96-6389 Filed 3-15-96; 8:45 am]

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14 CFR Part 71

[Airspace Docket No. 96-ASO-7]

Proposed Amendment to Class D and E2 Airspace and Proposed Establishment of Class E4 Airspace; Jackson, TN

AGENCY: Federal Aviation Administration (FAA), DOT.