

additional peanuts sold for export edible use.

A minimum price, at which additional peanuts owned or controlled by CCC may be sold for use as edible peanuts in export markets, is expected to be announced on or before February 15, 1995, at the same time that the quota and additional peanut support levels for the 1995 crop are announced. The announcement of the price provides producers and handlers with information to facilitate the negotiation of private contracts for the sale of additional peanuts.

An overly high price may create an unrealistic expectation of high pool dividends and discourage private sales. If too low, the minimum price could have an unnecessary, adverse effect on prices paid to producers for additional peanuts.

It is proposed that the minimum price at which the 1995 crop of additional peanuts owned or controlled by CCC may be sold for use as edible peanuts in export markets be established at \$400 per st, the same as for the 1994 crop. This level will maintain exports while providing price stability for additional peanuts sold under contract. It will also assure handlers that CCC will not undercut their export contracting efforts with offerings of additional peanuts for export edible sale below the minimum sales price.

Accordingly, comments are requested with respect to these foregoing issues.

List of Subjects 7 CFR Part 1421

Grains, Loan programs—agriculture, Oilseeds, Peanuts, Price support programs, Reporting and recordkeeping requirements, Soybeans, Surety bonds, Warehouses.

Accordingly, it is proposed that 7 CFR part 1421 be amended as follows:

PART 1421—GRAINS AND SIMILARLY HANDLED COMMODITIES

3. The authority citation for 7 CFR part 1421 continues to read as follows:

Authority: 7 U.S.C. 1421, 1423, 1425, 1441z, 1444f-1, 1445b-3a, 1445c-3, 1445e, and 1446f; 15 U.S.C. 714b and 714c.

4. Section 1421.27 is amended by:

A. Removing the period at the end of paragraph (a)(2)(iv) and inserting a semicolon followed by the word "and" in its place, and

B. Adding a new paragraph (a)(2)(v):

§ 1421.27 Producer-handler purchases of additional peanuts pledged as collateral for a loan.

(a) * * *

(2) * * *

(v) The minimum CCC sales price for additional peanuts sold for export

edible use for the 1995 crop is \$400 per short ton.

* * * * *

Signed at Washington, DC, on December 27, 1994.

Bruce R. Weber,

Acting Executive Vice President, Commodity Credit Corporation.

[FR Doc. 95-00132 Filed 1-3-95; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94-ANE-31]

Airworthiness Directives; Aerospace Lighting Corporation Power Units and Power Supplies

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to certain Aerospace Lighting Corporation (ALC) lamp connectors and fluorescent lamps, that currently requires an inspection, and adjustment or replacement of improperly installed, damaged, or improperly configured lamp connectors and fluorescent lamps used in cabin fluorescent lighting systems. This action would add an optional replacement of certain power units and power supplies with improved design parts as terminating action to the repetitive inspections. This proposal is prompted by the availability of improved design components. The actions specified by the proposed AD are intended to prevent smoke, fire, electrical shock, and possible electromagnetic interference caused by high voltage arcing in the cabin which, if undetected, could result in personal hazard or loss of the aircraft.

DATES: Comments must be received by March 6, 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. 94-ANE-31, 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

Aerospace Lighting Corporation, 101-8 Colin Drive, Holbrook, NY 11741; telephone (516) 563-6400, fax (516) 563-8781. 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: Bradford Chin, Electronics Engineer, New York Aircraft Certification Office, FAA, Engine and Propeller Directorate, 181 South Franklin Ave., Room 202, Valley Stream, NY 11581; telephone (516) 791-6427, fax (516) 791-9024.

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 94-ANE-31." 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. 94-ANE-31, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

On June 14, 1990, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 90-14-06,

Amendment 39-6640 (55 FR 27457, July 3, 1990), applicable to Aerospace Lighting Corporation (ALC) lamp connectors, Part Number (P/N) 31.85.1.A, and Series 66 fluorescent lamps. That AD requires initial and repetitive inspections, and adjustment or replacement of improperly installed, damaged, or improperly configured lamp connectors and fluorescent lamps used in cabin fluorescent lighting systems. That action was prompted by reports of cabin lighting systems that are not properly installed, are damaged, or are improperly configured. That condition, if not corrected, could result in smoke, fire, electrical shock, and possible electromagnetic interference caused by high voltage arcing in the cabin which, if undetected, could result in personal hazard or loss of the aircraft.

Since the issuance of that AD, the manufacturer has developed improved design protected power units that have an internal safety circuit which monitors output voltage produced. If the output voltage increases as a result of a fault condition, the safety circuit will activate and cause the input power to the protected power unit to be disconnected. In addition, the manufacturer has developed improved design protected power supplies that have system output faults which react by preventing output power production. The protected power supplies are equipped with circuit output protection circuitry that monitors the protected power supply's output circuit and will immediately shut down the protected power supply if a fault condition occurs.

The FAA has reviewed and approved the technical contents of the following ALC Installation Instructions (II): AL-11023M, Revision A, dated May 20, 1994; AL-11024M, dated March 15, 1992; and AL-11025M, dated March 15, 1992. These II's describe procedures for installing improved design protected power units, and protected power supplies, as applicable. In addition, ALC has issued Information Bulletin No. IB 90-001, which describes procedures for initial and repetitive inspections of the cabin fluorescent lighting system.

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 supersede AD 90-14-06 to continue to require an inspection, and adjustment or replacement of improperly installed, damaged, or improperly configured lamp connectors and fluorescent lamps used in cabin fluorescent lighting systems. This proposed AD adds an optional replacement of power units,

and power supplies and dimmers, with improved design protected power units, and protected power supplies, as applicable. Installation of these protected power units and protected power supplies constitutes terminating action to the repetitive inspections.

The FAA estimates that it would take approximately 3 work hours per power unit or power supply to accomplish the proposed actions, and that the average labor rate is \$55 per work hour. Required parts would cost approximately \$5000 per power unit or power supply. Based on these figures, the impact of the proposed AD on U.S. operators is estimated to be \$5,165 per power unit or power supply.

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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [AMENDED]

2. Section 39.13 is amended by removing amendment 39-6640 (55 FR 27457, July 3, 1990) and by adding a new airworthiness directive to read as follows:

Aerospace Lighting Corporation: Docket No. 94-ANE-31. Supersedes AD 90-14-06, Amendment 39-6640.

Applicability: Aerospace Lighting Corporation (ALC) lamp connectors, Part Number (P/N) 31.85.1.A; Series 66 fluorescent lamps; power units, P/N's TR-991, TR-992, AL-0546, and AL-0514; and power supplies, P/N's 1895D and AL-0598. These products are utilized in cabin fluorescent lighting systems, and are installed on, but not limited to, the following aircraft: Airbus Industrie Model A310; Avion Marcel Dassault Breguet Aviation Model Falcon 10; Beech Aircraft Corporation Model 400A; Boeing Airplane Company Models 727, 737, 747, and 757; British Aerospace Model HS.125-600A and -700A; Canadair Ltd. Models CL-600-1A11, CL-600-2A12, and CL-600-2B16; Cessna Aircraft Company Models 550 and 560; Dassault Aviation Models Mystere-Falcon 20 and 50; Empresa Brasileira de Aeronautica S/A Model Embraer EMB-120; Gulfstream Aerospace Corporation Models G-159, G-1159, G-1159A, and G-IV; Israel Aircraft Industrie, Ltd. Models 1124 and 1125; Jetstream Aircraft, Ltd. Jetstream Model 310; Learjet Corporation Models Learjet 35 and 36; Saab Aircraft AB Model Saab 340A; and Sikorsky Aircraft Division Model S-76A.

Compliance: Required as indicated, unless accomplished previously.

To prevent smoke, fire, electrical shock, and possible electromagnetic interference caused by high voltage arcing in the cabin which, if undetected, could result in personal hazard or loss of the aircraft, accomplish the following:

(a) Within 30 calendar days of the effective date of this airworthiness directive (AD), accomplish the following:

(1) Inspect the cabin fluorescent lighting system in accordance with ALC Information Bulletin No. IB 90-001, paragraph IV. "Fluorescent Lighting System Components Identification and Inspection Procedure," subparagraphs B.1, 2., 3., 5., 6., and 7.

(2) After completing the inspection above in paragraph (a)(1) of this AD, any part(s) found to be damaged or improperly configured, perform the removal and replacement procedures in accordance paragraph IV. B.4, 8., and 9., as required, of ALC Information Bulletin No. IB 90-00.

(b) Within 5 flights or 10 flight hours, whichever occurs first, of a cabin fluorescent lighting system components failure, repeat the removal and replacement procedures of paragraph (a)(2) of this AD.

(c) An alternative method of compliance with paragraphs (a)(1), (a)(2), and (b) of this AD would be to turn the fluorescent lighting system off and to placard the system to prevent unintentional activation.

(d) Replacement of the following ALC parts, in accordance with the following instructions, constitutes terminating action to

the inspections required by paragraph (b) of this AD. These actions are optional:

(1) Remove power units, P/N TR-991 or AL-0546, and replace with protected power units, P/N AL-5117, in accordance with ALC Installation Instruction (II) No. AL-11025M, dated March 15, 1992.

(2) Remove power units, P/N TR-992 or AL-0514, and replace with protected power unit, P/N AL-5112, in accordance with ALC II No. AL-11024M, dated March 15, 1992.

(3) Remove power supplies, P/N 18-95D, and dimmer, P/N 22-311, and replace with protected power supply, P/N AL-5118, in accordance with ALC II No. AL-11023M, Revision A, dated May 20, 1994.

(4) Remove power supplies, P/N AL-0598, and dimmer, P/N AL-0542, and replace with protected power supply, P/N AL-5130, in accordance with ALC II No. AL-11023M, Revision A, dated May 20, 1994.

(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, New York Aircraft 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, New York Aircraft Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the New York Aircraft Certification Office.

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

Issued in Burlington, Massachusetts, on December 27, 1994.

Jay J. Pardee,

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

[FR Doc. 95-58 Filed 1-3-95; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 94-NM-193-AD]

Airworthiness Directives; Airbus Model A300, A310, and A300-600 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 A300, A310, and A300-600 series airplanes. This proposal would require repetitive mechanical and electrical inspections to detect chafing of electrical wiring; and repair or replacement of discrepant parts, and

repositioning the looms. This proposal is prompted by reports of wire chafing in the forward avionic compartment. The actions specified by the proposed AD are intended to prevent such chafing, which may lead to a short in the electrical circuits at the 104VU panel; this condition could result in unwanted depressurization, loss of wing de-icing, and loss of in-flight engine restart capability.

DATES: Comments must be received by February 13, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-193-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 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: Stephen Slotte, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone (206) 227-2797; 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 94-NM-193-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. 94-NM-193-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 all Airbus Model A300, A310, and A300-600 series airplanes. The DGAC advises that it has received several reports of wire chafing in the forward avionic compartment. Investigation revealed that the chafing occurred at the top of the 104VU panel between the extending ladder in the avionic compartment (in the stowed position) and the 104VU wire bundles through the brown plastic cover; this cover protects the upper part of the 103VU/104VU/105VU panels. Investigation revealed that this chafing occurs when some of the attachment rivets of the ladder support shaft are sheared due to mishandling of the ladder. Model A310 and A300-600 series airplanes have significantly more wires in the subject area than Model A300 series airplanes. These wire bundles are sometimes positioned very close to the ladder. As a result, if the protective cover is damaged or torn, there is a risk of the cable chafing, even without rivet damage, for Model A310 and A300-600 series airplanes. This risk is greater in a case of cable bundle ballooning or when tie-wraps are loose or missing.

Chafing of the electrical wire cables between the upper part of the 104VU panel and the extending ladder in the avionic compartment, if not corrected, may lead to a short in the electrical circuits at the 104VU panel, which could result in unwanted depressurization, loss of wing de-icing, and loss of in-flight engine restart capability.

Airbus has issued All Operators Telex AOT 24-05, Revision 1, dated June 7, 1994, which describes procedures for repetitive mechanical and electrical inspections to detect discrepancies, repair or replacement of discrepant