

services, and \$178,630 for salaries. Funds in the reserve at the end of the fiscal year, estimated at \$200,000 will be within the maximum permitted by the order of one fiscal year's expenses.

An interim final rule was issued on January 18, 1995, and published in the Federal Register. That rule provided a 30-day comment period which ended February 23, 1995. No comments were received.

While this action will impose some additional costs on handlers, the costs are in the form of uniform assessments on all handlers. Some of the additional costs may be passed on to producers. However, these costs should be significantly offset by the benefits derived from the operation of the marketing order. Therefore, the Administrator of the AMS has determined that this action will not have a significant economic impact on a substantial number of small entities.

It is found that the specified expenses for the marketing order covered in this rule are reasonable and likely to be incurred and that such expenses and the specified assessment rate to cover such expenses will tend to effectuate the declared policy of the Act.

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 (5 U.S.C. 553) because the Committee needs to have sufficient funds to pay its expenses which are incurred on a continuous basis. The 1995 fiscal year for the program began January 1, 1995. The marketing order requires that the rate of assessment apply to all assessable olives as applicable during the fiscal year. In addition, handlers are aware of this action which was recommended by the Committee at a public meeting and published in the Federal Register as an interim final rule that is adopted in this action as a final rule without change.

List of Subjects in 7 CFR Part 932

Marketing agreements, Olives, Reporting and recordkeeping requirements.

For the reasons set forth in the preamble, 7 CFR part 932 is amended as follows:

PART 932—OLIVES GROWN IN CALIFORNIA

Accordingly, the interim final rule amending 7 CFR part 932 which was published at 60 FR 4531 on January 24, 1995, is adopted as a final rule without change.

Dated: April 6, 1995.
Sharon Bomer Lauritsen,
Deputy Director, Fruit and Vegetable Division.
[FR Doc. 95-8947 Filed 4-11-95; 8:45 am]
BILLING CODE 3410-02-P

Food Safety and Inspection Service

9 CFR Part 327

[Docket No. 94-010F]

Imported Product: Withdrawal of Czechoslovakia; Addition of the Czech Republic to the List of Eligible Countries

AGENCY: Food Safety and Inspection Service, USDA.

ACTION: Notice; affirmation of effective date.

SUMMARY: On February 24, 1995, the Food Safety and Inspection Service (FSIS) published a direct final rule titled Imported Product: Withdrawal of Czechoslovakia; Addition of the Czech Republic to the List of Eligible Countries. This direct final rule notified the public of FSIS' intention to amend the Federal meat inspection regulations by removing Czechoslovakia from the list of foreign countries eligible to import meat products to the United States, and adding the Czech Republic in its place. No adverse comments were received in response to the direct final rule. Therefore, this rule is effective on April 25, 1995.

FOR FURTHER INFORMATION CONTACT: Dr. Paula M. Cohen, Director, Regulations Development, Policy, Evaluation and Planning Staff, Food Safety and Inspection Service, U.S. Department of Agriculture, Washington, DC 20250-3700; (202) 720-7164.

SUPPLEMENTARY INFORMATION: This notice affirms the effective date of the direct final rule titled Imported Product: Withdrawal of Czechoslovakia; Addition of the Czech Republic to the List of Eligible Countries that was published on February 24, 1995, at 60 FR 10305. This direct final rule notified the public of FSIS' intention to amend the Federal meat inspection regulations by removing Czechoslovakia from the list of foreign countries eligible to import meat products to the United States, and adding the Czech Republic in its place. We did not receive any written adverse comments or written notice of intent to submit adverse comments in response to this rule. Therefore, the effective date of the rule is April 25, 1995.

Done at Washington, DC, on April 5, 1995.
Michael R. Taylor,
Acting Under Secretary for Food Safety.
[FR Doc. 95-8937 Filed 4-11-95; 8:45 am]
BILLING CODE 3410-DM-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94-ANE-37; Amendment 39-9192; AD 95-08-03]

Airworthiness Directives; General Electric Company CF6 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to General Electric Company (GE) CF6-45/-50 series turbofan engines, that requires reduction of the low cycle fatigue (LCF) retirement lives for certain high pressure turbine rotor (HPTR) stage 2 disks, and would provide a drawdown schedule for those affected parts with reduced LCF retirement lives. This amendment is prompted by the results of a refined life analysis performed by the manufacturer which revealed minimum calculated LCF lives significantly lower than published LCF retirement lives. The actions specified by this AD are intended to prevent a LCF failure of the HPTR stage 2 disk, which could result in an uncontained engine failure and damage to the aircraft.

DATES: Effective June 12, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 12, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from General Electric Aircraft Engines, CF6 Distribution Clerk, Room 132, 111 Merchant Street, Cincinnati, OH 45246. 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: Robert J. Ganley, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA

01803-5299; telephone (617) 238-7138; 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 General Electric Company (GE) CF6-45/-50 series turbofan engines was published in the Federal Register on December 20, 1994 (59 FR 65513). That action proposed to require a reduction of the published low cycle fatigue (LCF) retirement lives for certain high pressure turbine rotor stage 2 disks, and would provide a drawdown schedule for those affected disks with reduced LCF retirement lives. If the Federal Aviation Administration (FAA) approved rework is accomplished, the LCF retirement life may be increased to 8,750 or 9,700 cycles, depending on the cycles since new of the disk when the rework is performed. The actions would be performed in accordance with GE CF6-50 Service Bulletin No. 72-1069, dated September 12, 1994.

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

Two commenters support the rule as proposed.

Since publication of the NPRM, the FAA has increased its estimate of the average labor cost to \$60 per work hour, and has revised the economic analysis of this final rule accordingly.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed with the changes described previously. The FAA has determined that these changes will not increase the scope of the AD.

The FAA estimates that 280 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 194 work hours per engine to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$16,383 per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$7,846,440.

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.

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. 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 adding the following new airworthiness directive:

95-08-03 General Electric Company: Amendment 39-9192. Docket 94-ANE-37.

Applicability: General Electric Company (GE) CF6-45/50 series turbofan engines installed on but not limited to Airbus A300 series, Boeing 747 series, and McDonnell Douglas DC-10 series aircraft.

Note: This 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 (e) 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 engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent a low cycle fatigue (LCF) failure of the high pressure turbine rotor (HPTR) stage 2 disk, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) Remove from service HPTR stage 2 disks Part Numbers (P/N) 1474M49P04, 1474M49P05, 1474M49P06, 9045M35P15, 9045M35P17, and 9045M35P18, in accordance with the following:

(1) For disks that have accumulated less than 3,500 cycles since new (CSN) on the effective date of this airworthiness directive (AD), remove disk from service prior to accumulating 7,080 CSN.

(2) For disks that have accumulated 3,500 CSN or more, but less than 7,080 CSN on the effective date of this AD, remove disk from service prior to accumulating 7,080 CSN, or prior to accumulating 3,100 cycles in service (CIS) after the effective date of this AD, whichever occurs later, but not to exceed 9,700 CSN.

(3) For disks which have accumulated 7,080 CSN or more on the effective date of this AD, remove disk from service at the next piece-part exposure, but not to exceed 9,700 CSN.

(b) Remove from service HPTR stage 2 disks P/N 9264M58P01, 9264M58P02, and 9264M58P03 prior to accumulating 7,080 CSN.

(c) This AD establishes the following new LCF retirement lives which will be published in Chapter 5 of the CF6-50 Engine Task Numbered Shop Manual, GEK 50481: 7,080 cycles for HPTR stage 2 disk P/N 1474M49P04, 1474M49P05, 1474M49P06, 9045M35P15, 9045M35P17, 9045M35P18, 9264M58P01, 9264M58P02, and 9264M58P03.

(d) GE CF6-50 Service Bulletin (SB) No. 72-1069, dated September 12, 1994, describes an FAA-approved rework procedure for the affected disks.

Accomplishment of this rework increases the FAA-approved LCF retirement life to 8,750 or 9,700 cycles, depending on the CSN of the disk when the rework is performed.

(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, 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.

(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.

(g) The actions required by this AD shall be done in accordance with the following service bulletin:

Document No.	Pages	Date
GE CF6-50 SB No. 72-1069. Total Pages: 18	1-18	Sept. 12, 1994.

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 General Electric Aircraft Engines, CF6 Distribution Clerk, Room 132, 111 Merchant Street, Cincinnati, OH 45246. 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.

(g) This amendment becomes effective on June 12, 1995.

Issued in Burlington, Massachusetts, on March 31, 1995.

James C. Jones,

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

[FR Doc. 95-8712 Filed 4-11-95; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 10

[T.D. 95-30]

RIN 1515-AB69

Termination of the Bahamas as a Designated Beneficiary Developing Country Under the GSP

AGENCY: Customs Service, Department of the Treasury.

ACTION: Final rule.

SUMMARY: This document amends the Customs Regulations pertaining to the Generalized System of Preferences (GSP) direct importation requirement by adding the Bahamas to the list of countries whose membership in an association of countries for GSP purposes has been terminated by the President. This amendment is intended to clarify that goods of a current beneficiary developing country (BDC) member of the Caribbean Common Market (CARICOM) may be shipped to the United States through the Bahamas and still be considered to be imported directly, provided other applicable regulatory requirements are met. Also, the authority citation for Part 10 is revised to reference an applicable General Note provision of the North American Free Trade Agreement.

EFFECTIVE DATE: April 12, 1995.

FOR FURTHER INFORMATION CONTACT: Lisa Crosby, Office of Field Operations (202) 927-0163.

SUPPLEMENTARY INFORMATION: Title V of the Trade Act of 1974, as amended (19 U.S.C. 2461-2465), authorizes the President to establish a Generalized System of Preferences (GSP)—a trade preference program—to provide duty-free treatment for articles which (1) are designated by the President as eligible articles for purposes of the GSP, (2) are the growth, product, or manufacture of a country designated by the President as a beneficiary developing country (BDC) for purposes of the GSP, (3) have at least 35 percent of their appraised value attributable to the cost or value of materials produced in the BDC and/or the direct costs of processing operations performed in the BDC, and (4) are imported directly from the BDC into the Customs territory of the United States. The Customs Regulations implementing the GSP are contained in §§ 10.171-10.178 (19 CFR 10.171-10.178).

Limitations on preferential treatment under the GSP are contained in 19 U.S.C. 2464. One of the limitations provided for concerns per capita gross national product of a BDC for the determination year: If the President determines that this measure of a designated BDC exceeds the applicable limit for the determination year, then the country will no longer be treated as a BDC. 19 U.S.C. 2464(f).

On February 3, 1995, the President signed Presidential Proclamation 6767, which provided, *inter alia*, that he had determined that the per capita gross national product of the Bahamas exceeded the applicable limit provided for in the Trade Act of 1974. Accordingly, the Proclamation deleted the Bahamas from the GSP lists of independent countries and member countries of the Caribbean Common Market (CARICOM), set forth in General Note 4(a) of the Harmonized Tariff Schedule of the United States (HTSUS).

Section 10.175 of the Customs Regulations (19 CFR 10.175) concerns the GSP direct importation requirement. Paragraph (e)(1) of § 10.175 permits shipment to the United States from a BDC through the territory of a former BDC whose designation as a member of the same association for GSP purposes was terminated by the President pursuant to 19 U.S.C. 2464, provided certain requirements are met. Paragraph (e)(2) of § 10.175 lists such former BDC association members.

This document amends § 10.175(e)(2) of the Customs Regulations by adding the Bahamas to the list of countries

whose membership in an association of countries for Generalized System of Preferences (GSP) purposes has been terminated by the President. This amendment is intended to clarify that goods of a current BDC member of the CARICOM may be shipped to the United States through the Bahamas and still be considered to be imported directly, provided the requirements of § 10.175(e)(1) are satisfied.

Also, the general authority citation for Part 10 is revised to reference certain General Note provisions of the Harmonized Tariff Schedule of the United States (HTSUS): General Note 12, which deals with provisions of the North American Free Trade Agreement, General Note 17, which deals with commingled goods, and General Note 20, which authorizes the Secretary of the Treasury to issue rules and regulations governing the admission of articles under the provisions of the tariff schedule. This document adds these reference changes.

Inapplicability of Public Notice and Comment Requirements, Delayed Effective Date Requirements, the Regulatory Flexibility Act, and Executive Order 12866

Because this regulation is necessary to support the objectives of the existing GSP program and since it constitutes a conforming amendment to a benefit already granted the general public, it is determined pursuant to 5 U.S.C. 553(b)(B) that notice and public procedures are unnecessary and contrary to the public interest. Furthermore, for the above reasons, it is determined that good cause exists under the provisions of 5 U.S.C. 553(d)(3) for dispensing with a delayed effective date. Since this document is not subject to the notice and public procedure requirements of 5 U.S.C. 553, it is not subject to provisions of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*). This amendment does not meet the criteria for a "significant regulatory action" as specified in E.O. 12866.

Drafting Information

The principal author of this document was Gregory R. Vilders, Attorney, Regulations Branch, U.S. Customs Service. However, personnel from other offices participated in its development.

List of Subjects in 19 CFR Part 10

Customs duties and inspection, Foreign relations, Imports, Preference programs, Reporting and recordkeeping requirements, Trade agreements (Generalized System of Preferences).