

(5) [Reserved.]

(6) [Reserved.]

(7) Payments applied to the amount set-aside will be applied first to interest and then principal.

(c) *Adverse determination.* If the borrower becomes more than one installment behind on any FC loan while processing the DSA request, or while an appeal is being considered, and the second installment cannot be paid current prior to exhibit A of FmHA Instruction 1951-T (available in any CFS office) being signed, the DSA request will be denied.

§ 1951.958 Cancellation and reversal of DSA.

(a) *Reasons for cancellation.* The set-aside may be reversed and exhibit A of FmHA Instruction 1951-T cancelled under the following described situations:

(1) The loan is later restructured with primary loan servicing, (the total unpaid balance must be restructured);

(2) If prior to the first scheduled installment due date after set-aside, the servicing official determines that the current borrower, if delinquent, would qualify for a writedown or net recovery buyout in accordance with subpart S of part 1951, or operating loan assistance in accordance with § 1941.14 of subpart A of 7 CFR part 1941; or

(3) When it has been determined that the borrower was provided unauthorized DSA assistance. (The set-aside will be cancelled after all appeal rights are exhausted. The set-aside will be removed from the account and the payment terms of the original promissory note will be retained as if DSA was never granted. Borrowers financially distressed or delinquent after reversal of the set-aside will be serviced in accordance with subpart S of this part).

(b) Reserved.

§ 1951.959 Exception authority.

The Administrator may, in individual cases, make an exception to any requirement or provision of this subpart which is not inconsistent with the authorizing statute or other applicable law if it is determined that application of the requirement or provision would adversely affect the Government's interest. The Administrator will exercise this authority upon the request of the State Director with the recommendation of the Deputy Administrator for Farm Credit Programs, or upon request initiated by the Deputy Administrator for Farm Credit Programs.

§§ 1951.960–1951.999 [Reserved]

§ 1951.1000 OMB control number.

The collection of information requirements in this regulation have been approved by the Office of Management and Budget and assigned OMB control number 0575–0163. Public reporting burden for this collection of information is estimated to be 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Department of Agriculture, Clearance Office OIRM, Room 404–W, Washington DC 20250; and to the Office of Management and Budget, Paperwork Reduction Project (OMB# 0575–0163), Washington, DC 20503.

Dated: August 31, 1995.

Eugene Moos,

Under Secretary, Farm and Foreign Agricultural Services.

[FR Doc. 95–22228 Filed 9–7–95; 8:45 am]

BILLING CODE 3410–07–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95–ANE–10; Amendment 39–9346; AD 95–17–15]

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 an initial and repetitive on-wing visual inspection of the side links of the five-link forward mount assembly for cracks, and replacement of the side links and pylon attachment bolts, and inspection of the fail-safe bolt and platform lug, if the side links are found cracked. This AD also requires a shop-level refurbishment of the side links as a terminating action to the on-wing inspection program. This amendment is prompted by four reports of cracked side links detected during routine engine shop visits. The actions specified by this AD are intended to

prevent a side link fracture, which could result in the failure of the second side link, or the forward engine mount pylon attachment bolts, and possible separation of the engine from the aircraft.

DATES: Effective October 10, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 10, 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:

Richard Woldan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7136; 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 April 6, 1995 (60 FR 17487). That action proposed to require an initial and repetitive on-wing visual inspection of the side links of the five-link forward mount assembly for cracks, and replacement of the side links and pylon attachment bolts, and inspection of the fail-safe bolt and platform lug, if side links are found cracked. That proposal also would require a shop-level refurbishment of the side links as a terminating action to the on-wing inspection program. The actions would be required to be accomplished in accordance with GE Aircraft Engines CF6–50 Service Bulletin No. 72–1092, dated November 18, 1994.

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

The one commenter states that the requirement to refurbish the side link at the next engine shop visit after effective date of the AD identified in paragraph (b) should be extended so that their current maintenance program is not disrupted.

The commenter further feels that the initial and repetitive inspection program will be sufficient to meet the safety objectives of the AD, and therefore considers the refurbishment to be optional. The FAA does not concur. The FAA has determined that the refurbishment compliance schedule fairly and reasonably balances the safety need to eliminate the unsafe condition from the fleet as quickly as possible with the operators' need to avoid unscheduled maintenance actions. The initial and repetitive inspections were intended as an interim corrective action only, and in order to meet the safety objectives of the AD, the refurbishment was deemed necessary. Individual operators who believe their circumstances warrant relief from the compliance schedule may submit requests for alternative methods of compliance or adjustments to the compliance times.

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

The FAA estimates that 220 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 7.5 work hours per engine to accomplish the required actions, and that the average labor rate is \$60 per work hour. The FAA has estimated that only a small percentage of parts will actually require replacement as a result of this AD, and therefore, has determined the parts cost to be negligible. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$99,000.

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 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

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

95-17-15 General Electric Company:

Amendment 39-9346. Docket 95-ANE-10.

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 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 (d) 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 a side link fracture, which could result in failure of the second side link, or the forward engine mount pylon attachment bolts, and possible separation of the engine from the aircraft, accomplish the following:

(a) Inspect left-hand side links, Part Numbers (P/N) 9204M94P01, 9204M94P03, and 9346M99P01, and right-hand side links, P/N's 9204M94P02, 9204M94P04, and 9346M99P02, that have not had the side link refurbishment done in accordance with GE

CF6-50 Task Numbered Shop Manual, GEK 50481, Chapter 72-23-11, including Temporary Revision No. 72-0821 and 72-0822, both dated November 1, 1994, as follows:

(1) For side links that have not been previously inspected in accordance with GE Aircraft Engines (GEAE) CF6-50 Service Bulletin (SB) No. 72-1092, dated November 18, 1994, inspect in accordance with paragraph 2.A of GEAE CF6-50 SB No. 72-1092, dated November 18, 1994, prior to accumulating 350 cycles in service (CIS), or 750 hours time in service (TIS), after the effective date of this AD, whichever occurs earlier.

(2) For side links that have been previously inspected in accordance with GEAE CF6-50 SB No. 72-1092, dated November 18, 1994, inspect in accordance with paragraph 2.A of GEAE CF6-50 SB No. 72-1092, dated November 18, 1994, prior to accumulating 350 CIS, or 750 hours TIS since inspected in accordance with GEAE CF6-50 SB No. 72-1092, dated November 18, 1994, whichever occurs earlier.

(3) Thereafter, inspect in accordance with paragraph 2.A of GEAE CF6-50 SB No. 72-1092, dated November 18, 1994, at intervals not to exceed 350 CIS, or 750 hours TIS since the last inspection, whichever occurs earlier.

(4) If side links are found cracked, replace the cracked side links and pylon attachment bolts with serviceable parts, and inspect the fail-safe bolt and platform lug in accordance with paragraph 2.B of GEAE CF6-50 SB No. 72-1092, dated November 18, 1994, prior to further flight.

(b) Refurbish the left-hand and right-hand side links identified in paragraph (a) of this AD at the next engine shop visit after the effective date of this AD in accordance with paragraph 2.C of GEAE CF6-50 SB No. 72-1092, dated November 18, 1994.

Refurbishment of side links in accordance with this paragraph constitutes terminating action to the on-wing inspection requirements of paragraph (a) of this AD.

(c) For the purpose of this AD, an engine shop visit is defined as the induction of an engine into a shop for maintenance involving the separation of the fan and core modules.

(d) 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.

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

Document No.	Pages	Date
GEAE CF6-50 SB No. 72-1092.	1-7	Nov. 18, 1994.

Total Pages: 7.

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.

(f) This amendment becomes effective on October 10, 1995.

Issued in Burlington, Massachusetts, on August 15, 1995.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95-20849 Filed 9-7-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-ANE-41; Amendment 39-9347; AD 95-17-16]

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) CF6-80A series turbofan engines, that requires an initial and repetitive on-wing eddy current inspection or an on-wing spot fluorescent penetrant inspection of the compressor rear frame (CRF) midflange for cracks, and replacement, if necessary, with serviceable parts. This amendment also requires removal from service of certain CRF's as a terminating action to the on-wing inspection program. This amendment is prompted by a report of a CRF separation that resulted in a rejected takeoff. The actions specified by this AD are intended to prevent a CRF separation, which could result in a rejected takeoff and damage to the aircraft.

DATES: Effective November 7, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 7, 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:

Richard Woldan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7136; 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) CF6-80A series turbofan engines was published in the **Federal Register** on February 22, 1995 (60 FR 9792). That action proposed to require an initial and repetitive on-wing eddy current inspection or on-wing spot fluorescent penetrant inspection of the compressor rear frame (CRF) midflange for cracks, and replacement, if necessary, with serviceable parts. This action also proposed to require removal from service of non-modified CRF's as a terminating action to the on-wing inspection program. The actions would be required to be accomplished in accordance with GE CF6-80A Service Bulletin (SB) No. 72-593, Revision 2, dated March 19, 1992.

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

Three commenters request that the FAA move the compliance end date ahead one year to December 31, 1997. One commenter based that request on that commenter's planned acquisition of some affected engines that have not undergone the required modifications. The FAA does not concur. The commenters all recognize and accept the FAA's determination that AD action is necessary. The stated reasons for the requested extension in complying with the AD is the added cost of non-scheduled engine removals to perform the required modifications, and since the on-wing inspections have been successful in detecting cracks to date. The FAA has already considered the fleet-wide costs to operators in complying with this AD. In the normal course of that analysis, the FAA has determined that December 31, 1996, fairly and reasonably balances the safety need to eliminate this unsafe condition from the fleet as quickly as possible with operators' needs to avoid

unscheduled maintenance actions. Individual operators who believe their circumstances warrant relief from this compliance schedule may submit requests for alternative methods of compliance or adjustments to the compliance times.

One commenter requests that the FAA broaden its economic analysis to include items beyond direct labor and parts costs to accomplish the required actions of the AD, such as maintenance scheduling costs. The FAA does not concur. In making a finding that an unsafe condition exists, the FAA has determined that the level of safety attained by the approved type design is no longer achieved, and the required actions are necessary to restore that level of safety. Because the type design must maintain that level of safety, necessary actions to restore that level of safety do not add additional regulatory requirements, and do not require a full cost-benefit analysis. The cost analysis is therefore limited to the direct costs of performing the required actions to restore the type design to that level of safety. When establishing compliance times, however, the FAA does try to strike a balance between the need to restore the type design to its certified level of safety with operators' need to avoid unscheduled maintenance actions.

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.

The FAA estimates that 81 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 85 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 \$20,644 per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$2,085,264.

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