By order of the Board of Governors of the Federal Reserve System, January 26, 1995.

William W. Wiles,

Secretary of the Board.

[FR Doc. 95–2415 Filed 1–31–95; 8:45 am]

BILLING CODE 6210–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Chapter I

[Docket No. 27581; Notice No. 94–1]

Regulatory Review

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability.

SUMMARY: This notice announces completion of the 1994 Presidential Regulatory Review and the availability of a Final Report/Summary and Disposition of Comments. The FAA initiated a regulatory review in response to recommendations of the National Commission to Ensure a Strong Competitive Airline Industry, the National Performance Review, and Department of Transportation and FAA regulatory initiatives. The purpose of the review was to obtain and evaluate public comment on current regulations that could be amended or eliminated consistent with the agency's safety and security responsibilities.

ADDRESSES: A copy of the 1994 Presidential Review Final Report/Summary and Disposition of Comments may be obtained from the FAA Office of Rulemaking, Room 302, 800 Independence Avenue SW., Washington, DC 20591. A copy of the report's summary has been placed in the Aviation Rulemaking Advisory Committee (ARAC) bulletin board. The ARAC bulletin board is free to the public, and can be accessed by dialing (202) 267–5948.

FOR FURTHER INFORMATION CONTACT: Judi Citrenbaum, ARM–106, Airmen and Airspace Rules Division, (202) 267–9689 or Carolina Forrester, ARM–206, Aircraft and Airport Rules Division, (202) 267–9690.

SUPPLEMENTARY INFORMATION: In response to a notice in the **Federal Register** (59 FR 1362, January 10, 1994) requesting the public to identify undue or unnecessary regulations, the agency received, from all sectors of the aviation public, 426 recommendations from 184 commenters.

Each comment was thoroughly reviewed. The results of the FAA's review, as well as a summary of each comment received in response to the **Federal Register** notice, are presented in the 1994 Presidential Regulatory Review, Final Report, Summary and Disposition of Comments.

Several of the recommendations relate to safety concerns that are the subject of ongoing rulemakings and, wherever possible, the agency has taken steps to expedite these rulemaking actions. Readers of the report should note, however, that this report was completed prior to the January 9–10, 1995, Aviation Safety Conference in Washington, DC. At that conference a number of additional safety recommendations were made by the public, actions in response to which may not be accurately reflected in this report. Members of the public who are interested in the exact status or disposition of a particular rule or suggestion should, therefore, contact the FAA to ensure that they have the most up to date information.

Issued in Washington, DC on January 26, 1995.

David R. Hinson,

Administrator.

[FR Doc. 95–2367 Filed 1–27–95; 8:45 am]

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14 CFR Part 39

[Docket No. 94–CE–27–AD]

Airworthiness Directives; Twin Commander Aircraft Corporation 685, 690, and 695 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to certain Twin Commander Aircraft Corporation (Twin Commander) 685, 690, and 695 series airplanes. The proposed action would require initially inspecting the vertical stabilizer for cracks, modifying any cracked vertical stabilizer, and, if not cracked, either repetitively inspecting or modifying the vertical stabilizer. Several reports of the vertical stabilizer cracking in different areas prompted the proposed action. The actions specified by the proposed AD are intended to prevent failure of the vertical stabilizer as a result of cracking, which, if not detected and corrected, could result in loss of control of the airplane.

DATES: Comments must be received on or before April 9, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94–CE–27–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from the Twin Commander Aircraft Corporation, 19010 59th Drive, N.E., Arlington, Washington 98223. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Mike Pasion, Aerospace Engineer, FAA, Northwest Mountain Region, 1601 Lind Avenue S.W., Renton, Washington 98055–4056; telephone (206) 227–2594; facsimile (206) 227–1181.

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 that summarizes 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 No. 94–CE–27–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, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94–CE–27–AD, Room

1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The FAA has received several reports of damaged vertical stabilizers on certain Twin Commander Models 685, 690, 690A, 690B, 690C, 690D, 695, and 695A airplanes. Specifically, these reports include: cracks in the lower ribs, wrinkles and cracks in the skin near the lower ribs, cracked spar clips between the lower ribs and the rear spar, and cracks in the upper relief cutouts of the Fuselage Station 409.56 bulkhead.

Twin Commander has issued Service Bulletin (SB) No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively. This service information specifies procedures for inspecting and modifying the vertical stabilizer.

After examining the circumstances and reviewing all available information related to the incidents described above, including the referenced service information, the FAA has determined that AD action should be taken to prevent failure of the vertical stabilizer as a result of cracking, which, if not detected and corrected, could result in loss of control of the airplane.

Since an unsafe condition has been identified that is likely to exist or develop in other Twin Commander Models 685, 690, 690A, 690B, 690C, 690D, 695, and 695A airplanes, the proposed AD would require initially inspecting the vertical stabilizer for cracks, modifying any cracked vertical stabilizer, and, if not cracked, either repetitively inspecting or modifying the vertical stabilizer. The proposed actions would be accomplished in accordance with Twin Commander SB No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively.

The FAA estimates that 469 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 10 workhours per airplane to accomplish the proposed inspection, and that the average labor rate is approximately $60 an hour. Parts to accomplish the proposed inspection cost approximately $200 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $375,200. This figure does not take into account the cost of repetitive inspections or the cost of any modifications that may be needed based on the inspection results. The FAA has no way of determining how many vertical stabilizers may be cracked and need modification, or how many repetitive inspections each owner/operator may incur.

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 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) 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 has been placed 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 adding a new AD to read as follows:

Twin Commander Aircraft Corporation: Docket No. 94–CE–27–AD.

Applicability: The following airplane models and serial numbers, certificated in any category that have not modified the vertical stabilizer in accordance with the ACCOMPLISHMENT INSTRUCTIONS: PART II—MODIFICATION section of Twin Commander Service Bulletin (SB) No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively:

Model	Serial Nos.
685	12000 through 12066.
690	11000 through 11079.
690A	11100 through 11344.
690B	11350 through 11566.
690C	11600 through 11735.
690D	15001 through 15042.
695	95000 through 95084.
695A	96001 through 96100.

Compliance: Required upon the accumulation of 2,000 hours time-in-service (TIS) on a vertical stabilizer or within the next 50 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished, and thereafter as indicated in the body of this AD.

To prevent failure of the vertical stabilizer as a result of cracks, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Inspect the vertical stabilizer for cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS: PART I—INSPECTION section of Twin Commander SB No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively.

(b) If damage or cracks are found within the limits of Figures 1 and 2 of the service information referenced above, prior to further flight, modify the vertical stabilizer in accordance with the ACCOMPLISHMENT INSTRUCTIONS: PART II—MODIFICATION section of Twin Commander SB No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively.

(c) If damage or cracks are found outside the limits referenced in Figures 1 and 2 of the service information referenced above or if cracks intersect, prior to further flight, replace the damaged parts with new parts in accordance with the applicable maintenance manual instructions. The requirements of this AD still apply when the damaged parts are replaced, unless the stabilizer is modified as specified in paragraph (b) of this AD.

(d) If no cracks are found, accomplish one of the following:

(1) Reinspect at intervals not to exceed 500 hours TIS, and modify any damaged or cracked vertical stabilizer as specified in paragraphs (b) and (c) of this AD; or

(2) Prior to further flight, modify the vertical stabilizer in accordance with the ACCOMPLISHMENT INSTRUCTIONS: PART II—MODIFICATION section of Twin Commander SB No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively.

(e) Special flight permits may be issued in accordance with §§ 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.

(f) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Northwest Mountain Region, 1601 Lind Avenue S.W., Renton, Washington 98055–4056. The

request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

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

(g) All persons affected by this directive may obtain copies of the document referred to herein upon request to the Twin Commander Aircraft Corporation, 19003 59th Drive, NE., Arlington, Washington 98223; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on January 26, 1995.

Michael K. Dahl,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–2407 Filed 1–31–95; 8:45 am]

BILLING CODE 4910–13–U

POSTAL SERVICE

39 CFR Part 111

Shipper Paid Forwarding for Fourth-Class Mail

AGENCY: Postal Service.

ACTION: Proposed rule.

SUMMARY: The Postal Service proposes to provide fourth-class mailers with an option to pay for the nonlocal forwarding of machinable fourth-class mail when participating in automatic electronic address correction service. Those mailers requested this option to the current forwarding standards so that, if they choose, they can pay for the nonlocal forwarding of their customers' catalogs, books, merchandise and other fourth-class matter. The intended effects of this option are to increase mailer satisfaction with fourth-class mail; increase customer satisfaction by reducing the need to charge them postage-due for forwarded fourth-class mail, and for them to travel to the post office to get such pieces; and improve service by facilitating fewer handlings for such mail both in processing and in delivery.

DATES: Comments on the proposed rule must be received on or before March 3, 1995.

ADDRESSES: Mail or deliver written comments to the Manager, Parcels, Product Management, 475 L'Enfant Plaza SW., Room 5142, Washington, DC 20260–2408. Copies of all written comments will be available for inspection and photocopying between 9 a.m. and 4 p.m., Monday through Friday, in room 5142, at the above address.

FOR FURTHER INFORMATION CONTACT: Stephanie Tolson, (202) 268–3149.

SUPPLEMENTARY INFORMATION: Currently parcels, catalogs, books, merchandise, etc., sent to customers who have moved outside their local area are forwarded to the new address, postage due. The applicable amount, based on the mailpiece's classification, weight, and the delivery zone of the new address, is collected from the recipient. Depending upon the customer's availability at time of delivery, the package may be: (1) Accepted and the postage collected, (2) refused and returned to the shipper requesting payment for the forwarding and return postage due and other applicable fees, (3) returned to the post office for re-delivery or customer pickup, or (4) disposed of by the Postal Service.

Fourth-class mailers have requested that the USPS provide an option to this forwarding standard so that mailers can, if they choose, pay for nonlocal forwarding of their customers' parcels, catalogs, books, merchandise, etc.

In view of these requests, the Postal Service and the fourth-class mailing industry jointly developed a proposal to meet the needs of large fourth-class shippers to provide nonlocal forwarding for mail sent to their customers. This optional service has been designated Shipper Paid Forwarding (SPF) and, as proposed, will operate through the existing electronic Address Change Service (ACS). As a result, SPF will be available only to mailers participating in ACS. Further, because of the limitations of the current ACS system, SPF will be offered at this time only for machinable parcels (*i.e.*, parcels that are not subject to a nonmachinable surcharge if mailed at inter-BMC parcel post rates). The Postal Service will consider modifying the ACS system in the future to accommodate SPF for nonmachinable parcels if there is sufficient customer demand.

As designed, SPF will allow the Postal Service to use the electronic systems developed for ACS and will piggyback on the existing fee billing and collection feature of ACS. Automatic electronic ACS notification will be provided for each forwarded package, subject to the ACS change notification fee (currently $0.20 per notice). Shippers will be able to use corrected address information immediately upon receipt to update mailing files and avoid additional forwarding charges.

Participating ACS/SPF mailers will be required to provide the weight of the package in pound or half-pound increments (as appropriate for the rate claimed) and indicate the rate category of the mailpiece. This information will be imbedded as the first 4 characters of the customer information keyline. Based on the current ACS keyline, the ACS/SPF keyline is located in the address block and consists of 4 to 16 characters (excluding spaces and delimiters), set off by pound sign (#) delimiters. In addition to the 4 characters of required postal information, up to 12 characters may be used for customer information, the last position serving as a check digit. (The required single-character rate category codes will be provided to authorized SPF participants.) For example, the keyline on a 2.5-pound piece of basic bulk bound printed matter (code B) would begin as #025B, followed (if used by the mailer) by the individual customer information, a check digit, and a closing # delimiter.

This proposed rule provides for an application and authorization process for ACS and for SPF. Upon approval of a new ACS/SPF application for this service, the mailer will be assigned a new 7-character ACS participation code specifically for use with SPF. Current ACS users must also request a new participation code to use the SPF service option. The ACS participation code must be preceded by a # delimiter.

An authorized ACS mailer must place the endorsement ''Forwarding and Return Postage Guaranteed, Address Correction Requested'' and the correct keyline on each mailpiece for which SPF is requested. (A separate identifier code may be maintained and used by the mailer for pieces on which only ACS service is desired. The Postal Service will provide ACS or SPF, and charge the corresponding fees, based on the mailer's choice of codes.) As proposed, SPF will provide forwarding for 1 year from the date that the recipient filed a change of address, and return (postage due) to the sender for 6 months more (*i.e.*, for months 13 through 18 after the addressee's move). Customers receiving SPF packages will see a message on the USPS-applied forwarding label reading ''FORWARDING POSTAGE PAID BY MAILER.'' The mailer will receive an electronic bill from the Postal Service's St. Louis Information Services Support Center that includes both forwarding postage and address correction notice fees. Other standards applicable to the forwarding, return, and address correction of fourth-class mail remain in force.

In conjunction with this proposal, the USPS also announces a change in the ACS frequency in F030.2.2 from ''weekly or monthly'' to ''as requested by the mailer,'' reflecting the USPS