

Producers who knowingly produce upland cotton in excess of the permitted upland cotton acreage for the farm plus any upland cotton acreage planted in accordance with the flexibility provisions are ineligible for upland cotton loans and payments with respect to that farm.

If it is determined that an ARP for the 1996 crop of upland cotton is needed, a preliminary announcement of the ARP uniform percentage requirement (from 0 to 25 percent) must be made not later than November 1 of the calendar year preceding the year in which the crop is harvested. Not later than January 1 of the calendar year in which the crop is harvested, a final announcement of the ARP uniform percentage requirement must be made. Producers in early planting areas may elect to participate in the program on the terms of the ARP first announced for the crop, or as subsequently revised, if the Secretary determines that the producers may be unfairly disadvantaged by the revision.

The ARP for the 1996 crop of upland cotton must be set at a level that will result in a ratio of carry-over to total disappearance of 29.5 percent, based on the most recent projection of carry-over and total disappearance at the time of announcement of the ARP. For the purposes of this provision, the term "total disappearance" means all upland cotton utilization, including total domestic, total export, and total residual disappearance.

Based on August 1995 supply/use estimates, ending stocks for the 1996 marketing year under a 5-percent ARP, a 12.5-percent ARP, and a 20-percent ARP are 6.0 million bales, 5.4 million bales, and 4.9 million bales, respectively. Such ARP levels would result in ratios of carry-over to total disappearance of 32.3, 29.5, and 27.5 percent, respectively. For the purposes of this proposed rule, these three ARP options will be considered. However, because of changes in the supply/use situation that may develop between now and November 1, the actual announced preliminary ARP may be different from the options discussed in this rule.

The estimated impacts of the ARP options are shown in the following table.

UPLAND COTTON SUPPLY/DEMAND
ESTIMATES

Item	Option 1	Option 2	Option 3
	Percent		
ARP	5	12.5	20
Participation	85	83	81
	Thousand acres		
Planted	14,700	13,900	13,100

UPLAND COTTON SUPPLY/DEMAND
ESTIMATES—Continued

Item	Option 1	Option 2	Option 3
	Thousand bales		
Production	19,300	18,400	17,400
Domestic Use ...	11,800	11,700	11,600
Exports	6,800	6,600	6,400
Ending Stocks ..	6,000	5,400	4,700
	Percent		
Stocks to Use ...	32.3	29.5	26.1
	Million dollars		
Deficiency Pay- ments	603	491	394

Accordingly, comments are requested on the 1996 acreage reduction percentage for upland cotton. The final determination of this percentage will be published in the **Federal Register** and will be set forth at 7 CFR part 1413.

List of Subjects in 7 CFR Part 1413

Acreage allotments, Cotton, Disaster assistance, Feed grains, Price support programs, Reporting and recordkeeping requirements, Rice, Soil conservation, Wheat.

Accordingly, it is proposed that 7 CFR part 1413 be amended as follows:

PART 1413—FEED GRAIN, RICE, UPLAND AND EXTRA LONG STAPLE COTTON, WHEAT AND RELATED PROGRAMS

1. The authority citation for 7 CFR part 1413 continues to read as follows:

Authority: 7 U.S.C. 1308, 1308a, 1309, 1441–2, 1444–2, 1444f, 1445b–3a, 1461–1469; 15 U.S.C. 714b and 714c.

2. Section 1413.54 is amended to read as follows by:

A. Revising paragraphs (a)(3)(iv) and (a)(3)(v),

B. Adding paragraph (a)(3)(vi),

C. Adding paragraph (d)(6).

§ 1413.54 Acreage reduction program provisions.

(a) * * *

(3) * * *

(iv) 1994 upland cotton, 11.0 percent;

(v) 1995 upland cotton, 0 percent; and

(vi) 1996 upland cotton shall be within the range of 0 to 25 percent, as determined and announced by CCC.

* * * * *

(d) * * *

(6) For the 1996 crop:

(i)–(ii) [Reserved]

(iii) Shall not be made available to producers of the 1996 crop upland cotton.

* * * * *

Signed at Washington, DC, on October 4, 1995.

Bruce R. Weber,

Acting Executive Vice President, Commodity Credit Corporation.

[FR Doc. 95–25125 Filed 10–5–95; 9:18 am]

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Animal and Plant Health Inspection Service

9 CFR Part 94

[Docket No. 94–058–2]

Importation of Wild Turkey Carcasses

AGENCY: Animal and Plant Health Inspection Service, USDA.

ACTION: Proposed rule; withdrawal.

SUMMARY: We are withdrawing a proposed rule that would have allowed the carcasses of wild turkeys from countries where exotic Newcastle disease is considered to exist to be brought into the United States if the head, feet, and viscera of the wild turkeys had been removed. We are taking this action after considering the comments we received following the publication of the proposed rule.

DATES: This withdrawal is effective October 10, 1995.

FOR FURTHER INFORMATION CONTACT: Dr. John Gray, Senior Staff Veterinarian, Import/Export Products, VS, APHIS, 4700 River Road Unit 40, Riverdale, MD 20737–1231, (301) 734–7885.

SUPPLEMENTARY INFORMATION:

Background

On February 21, 1995, we published in the **Federal Register** (60 FR 9633–9634, Docket No. 94–058–1) a proposed rule to amend the regulations in 9 CFR part 94 to allow wild turkey carcasses from countries where exotic Newcastle disease is considered to exist to be brought into the United States if the head, feet, and viscera of the wild turkeys had been removed.

We solicited comments on the proposed rule for 60 days ending on April 24, 1995. By the close of the comment period, we had received a total of five comments. The comments were submitted by representatives of the poultry industry and a university veterinarian. All of the commenters opposed the proposed rule.

All five commenters believed that the proposed rule would adversely affect the poultry industry. Some commenters were concerned that raw carcasses that had the head, viscera, and feet removed would still harbor viable viruses. The commenters stated that the avian

influenza and Newcastle viruses still pose a threat in Mexico, and that these viruses could be present in improperly or inadequately dressed birds. Commenters also stated that wild turkeys killed by hunters could have internal or external fecal contamination as a result of damage caused by a bullet or an arrow passing through the bird, and pointed out that fecal shed of the avian influenza and Newcastle viruses has been documented. One commenter also suggested that the proposed change would encourage hunters to field dress their own game, rather than having the game dressed, cooked, and sealed by commercial services in the foreign country, which would increase the potential for contamination of the hunter's clothing and equipment with exotic disease agents.

After considering all the comments we received, we have concluded that it is necessary to reexamine the disease risk issues associated with the importation into the United States of wild turkey carcasses. Therefore, we are withdrawing the February 21, 1995, proposed rule referenced above. The concerns and recommendations of all the commenters will be considered if any new proposed regulations regarding the importation of wild turkey carcasses are developed.

Authority: 7 U.S.C. 147a, 150ee, 161, 162, and 450; 19 U.S.C. 1306; 21 U.S.C. 111, 114a, 134a, 134b, 134c, 134f, 136, and 136a; 31 U.S.C. 9701; 42 U.S.C. 4331, and 4332; 7 CFR 2.17, 2.51, and 371.2(d).

Done in Washington, DC, this 3rd day of October 1995.

Terry L. Medley,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 95-25014 Filed 10-6-95; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-ANE-44]

Airworthiness Directives; CFM International CFM56-3C Series Turbofan Engines

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 CFM International (CFMI) CFM56-3C series turbofan engines. This proposal would

require a reduction of the low cycle fatigue (LCF) retirement lives for certain fan disks. This proposal 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 the proposed AD are intended to prevent a LCF failure of the fan disk, which could result in an uncontained engine failure and damage to the aircraft.

DATES: Comments must be received by December 11, 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. 95-ANE-44, 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.

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:

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 95-ANE-44." 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. 95-ANE-44, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

This proposed airworthiness directive (AD) is applicable to CFM International (CFMI) CFM56-3C series turbofan engines. A study performed by the manufacturer using updated lifing analyses revealed that certain fan disks have minimum calculated low cycle fatigue (LCF) lives which are significantly lower than published LCF retirement lives. This condition, if not corrected, could result in a LCF failure of the fan disk, which could result in an uncontained engine failure and damage to the aircraft.

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 reduction of the LCF retirement lives for certain fan disks.

The FAA estimates that 33 engines installed on aircraft of U.S. registry would be affected by this proposed AD, and that it would not take any additional work hours per engine to accomplish the proposed actions. Assuming that the parts cost is proportional to the reduction of the LCF retirement lives, the required parts would cost approximately \$17,275 per engine. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$570,075.

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,