

(2) The NDI techniques set forth in Section 2 of Volume II, dated July 1993, of the SID provide acceptable methods for accomplishing the inspections required by this paragraph.

(3) Visual inspections of all PSE's on airplanes listed in Volume III-94, dated July 1994, of the SID planning data, are required by the fleet leader-operator sampling (FLOS) program at least once during the interval between the start date (SDATE) and the end date (EDATE) established for each PSE. These visual inspections are defined in Section 3 of Volume II, dated July 1993, of the SID, and are required only for those airplanes that have not been inspected previously in accordance with Section 2 of Volume II, dated July 1993, of the SID.

(4) For those FLOS PSE's which do not have a Normal Maintenance Visual

Inspection specified in Section 3 of Volume II, dated July 1993, of the SID, the procedure for general visual inspection is as follows: Perform an inspection of the general PSE area for cleanliness, presence of foreign objects, security of parts, cracks, corrosion, and damage.

(5) All inspection results (negative or positive) must be reported to McDonnell Douglas, in accordance with the instructions contained in Section 2 of Volume III-94, dated July 1994, of the SID. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

**Note 3:** Volume II, dated July 1993, of the SID is comprised of the following:

Volume designation	Revision level shown on volume
Volume II-10/20 .....	4
Volume II-20/30 .....	5
Volume II-40 .....	4
Volume II-50 .....	4

**Note 4:** NDI inspections accomplished in accordance with the following Volume II of the SID provide acceptable methods for accomplishing the inspections required by this paragraph:

Volume designation	Revision level	Date of revision
Volume II-10/20 .....	4 .....	July 1993.
Volume II-10/20 .....	3 .....	April 1991.
Volume II-10/20 .....	2 .....	April 1990.
Volume II-10/20 .....	1 .....	June 1989.
Volume II/20 .....	Original .....	November 1987.
Volume II-20/30 .....	5 .....	July 1993.
Volume II-20/30 .....	4 .....	April 1991.
Volume II-20/30 .....	3 .....	April 1990.
Volume II-20/30 .....	2 .....	June 1989.
Volume II-20/30 .....	1 .....	November 1987.
Volume II-40 .....	4 .....	July 1993.
Volume II-40 .....	3 .....	April 1991.
Volume II-40 .....	2 .....	April 1990.
Volume II-40 .....	1 .....	June 1989.
Volume II-40 .....	Original .....	November 1987.
Volume II-50 .....	4 .....	July 1993.
Volume II-50 .....	3 .....	April 1991.
Volume II-50 .....	2 .....	April 1990.
Volume II-50 .....	1 .....	June 1989.
Volume II-50 .....	Original .....	November 1987.

(c) Any cracked structure detected during the inspections required by either paragraph (a) or (b) of this AD must be repaired before further flight, in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

**Note 5:** Requests for approval of any PSE repair that would affect the FAA-approved maintenance inspection program that is required by this AD should include a damage tolerance assessment for that PSE.

(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, Los Angeles ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO. Alternative methods of compliance previously granted for amendment 39-8807, AD 94-03-01, continue to be considered as acceptable alternative methods of compliance with this amendment.

**Note 6:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be

obtained from the Manager, Los Angeles ACO.

(e) 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 airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on May 10, 1995.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95-11973 Filed 5-15-95; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF JUSTICE**

**Parole Commission**

**28 CFR Part 2**

**Parole Date Advancements for Substance Abuse Treatment Program Completion**

**AGENCY:** United States Parole Commission, Justice.

**ACTION:** Proposed rule.

**SUMMARY:** The U.S. Parole Commission is proposing to amend its regulations on superior program achievement to permit a prisoner to be considered for a special advancement of the prisoner's presumptive release date, by up to twelve months, if the prisoner is a non-violent offender who has completed a program of treatment for a recognized problem of substance abuse and dependence. Although the existing regulation already sets forth a schedule of permissible advancements for superior program achievement, the