

an initial budget of \$72,000. Expense items include \$12,000 for a manager or management services, \$15,000 for management support services, \$1,000 for a financial audit, \$1,000 for staff travel, \$2,500 for Committee travel, \$10,000 for research projects, \$12,000 for promotion projects, \$3,000 for compliance, \$6,000 for Perishable Agricultural Commodities Act expenses, and \$9,500 for a miscellaneous fund for contingency and reserve.

The Committee also unanimously recommended an assessment rate of \$0.12 per 50 pound bag or equivalent. This rate when applied to anticipated onion shipments of 600,000 bags will yield \$72,000 in assessment income, which will be adequate to cover budgeted expenses.

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 will be offset by the benefits derived by 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.

After consideration of all relevant matter presented, including the information and recommendations submitted by the Committee and other available information, it is hereby found that this rule, as hereinafter set forth, will tend to effectuate the declared policy of the Act.

Pursuant to 5 U.S.C. 553, it is also found and determined upon good cause that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice prior to putting this rule into effect and that good cause exists for not postponing the effective date of this action until 30 days after publication in the **Federal Register** because: (1) The Committee needs to have sufficient funds to pay its expenses which are incurred on a continuous basis; (2) the fiscal period began on June 1, 1995, and the marketing order requires that the rate of assessment for the fiscal period apply to all assessable onions handled during the fiscal period; (3) handlers are aware of this action which was unanimously recommended by the Committee at a public meeting; and (4) this interim final rule provides a 30-day comment period, and all comments timely received will be considered prior to finalization of this action.

#### List of Subjects in 7 CFR Part 956

Marketing agreements, Onions, Reporting and recordkeeping requirements.

For the reasons set forth in the preamble, 7 CFR part 956 is amended as follows:

#### PART 956—SWEET ONIONS GROWN IN THE WALLA WALLA VALLEY OF SOUTHEAST WASHINGTON AND NORTHEAST OREGON

1. The authority citation for 7 CFR part 956 continues to read as follows:

**Authority:** 7 U.S.C. 601–674.

2. A new § 956.201 is added to read as follows:

**Note:** This section will not appear in the Code of Federal Regulations.

#### § 956.201 Expenses and assessment rate.

Expenses of \$72,000 by the Walla Walla Sweet Onion Committee are authorized, and an assessment rate of \$0.12 per 50 pound bag or equivalent of assessable onions is established for the fiscal period ending May 31, 1996. Unexpended funds may be carried over as a reserve.

Dated: June 28, 1995.

**Sharon Bomer Lauritsen,**

*Deputy Director, Fruit and Vegetable Division.*

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#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 94–SW–12–AD; Amendment 39–9290; AD 95–13–10]

#### Airworthiness Directives; Costruzioni Aeronautiche Giovanni Agusta S.p.A. Model A109A, A109AII, and A109C Helicopters

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Costruzioni Aeronautiche Giovanni Agusta S.p.A. (Agusta) Model A109A, A109AII, and A109C helicopters, that requires a modification of the tail boom vertical fin to create inspection openings that permit initial and repetitive visual inspections for cracks in the vertical fin rear spar attachment area. This amendment is prompted by four reports of cracks in the tail boom vertical fin rear spar attachment area. The actions

specified by this AD are intended to prevent failure of the vertical fin attachment caused by cracks in the tail boom vertical fin rear spar attachment area, and subsequent loss of control of the helicopter.

**DATES:** Effective August 9, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 9, 1995.

**ADDRESSES:** The service information referenced in this AD may be obtained from Agusta, Direzione Supporto Prodotto E Servizi, 21019 Somma Lombardo (VA), Via per Tornavento, 15. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Mr. Richard Monschke, Aerospace Engineer, Rotorcraft Standards Staff, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222–5116, fax (817) 222–5961.

**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 certain Agusta Model A109A, A109AII, and A109C helicopters was published in the **Federal Register** on December 8, 1994 (59 FR 63281). That action proposed to require a modification of the tail boom vertical fin to create inspection openings that permit initial and repetitive visual inspections for cracks in the vertical fin rear span attachment area.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

The FAA estimates that 73 helicopters of U.S. registry will be affected by this AD, 14 helicopters with tail boom, part number (P/N) 109–0370–01 installed, and 59 helicopters with tail boom, P/N 109–0370–17 installed, that it will take (1) approximately 4 work hours per helicopter to initially modify and inspect those helicopters with tail boom, P/N 109–0370–01; (2) approximately 6 work hours per helicopter to initially modify and inspect those helicopters with tail boom, P/N 109–0370–17; and (3)