

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, 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 is contained 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 the following new airworthiness directive:

**McDonnell Douglas:** Docket 95-NM-49-AD.

**Applicability:** Model DC-10-10, -30, and -40 airplanes, and KC-10 (military) airplanes; as listed in McDonnell Douglas Service Bulletin 55-14, Revision 6, dated January 11, 1993; certificated in any category.

**Note 1:** This AD applies to each airplane 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 airplanes 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 (c) of this AD to request approval from the 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 airplane from the applicability of this AD.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent reduced controllability of the airplane, due to a damaged horizontal stabilizer, accomplish the following:

(a) Within one year after the effective date of this AD, perform a visual inspection to detect corrosion or cracking of the lower front spar cap and skin panel of the horizontal stabilizer, in accordance with McDonnell Douglas DC-10 Service Bulletin 55-14, Revision 5, dated August 24, 1990, or Revision 6, dated January 11, 1993.

(1) If no corrosion or cracking is found during this inspection, repeat this inspection thereafter at intervals not to exceed one year, until the modification required by paragraph (b) of this AD is accomplished.

(2) If any corrosion or cracking is found during this inspection, prior to further flight, repair the corrosion and/or cracking, and add drain holes, in accordance with Table 1 of the service bulletin. Accomplishment of these repairs and modification constitutes terminating action for the repetitive inspection requirements of this AD.

(b) Perform the modification of the lower front spar cap and the skin panel of the horizontal stabilizer in accordance with McDonnell Douglas Service Bulletin 55-14, Revision 5, dated August 24, 1990, or Revision 6, dated January 11, 1993, at the applicable time specified in paragraph (b)(1) or (b)(2) of this AD. Accomplishment of this modification constitutes terminating action for the repetitive inspection requirements of this AD.

(1) For Model DC-10-10 airplanes: Prior to the accumulation of 42,000 total landings, or within five years after the effective date of the AD, whichever occurs later.

(2) For Model DC-10-30 and DC-10-40 airplanes: Prior to the accumulation of 30,000 total landings, or within five years after the effective date of this AD, whichever occurs later.

(c) 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 Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. 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.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(d) 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 June 7, 1995.

**Darrell M. Pederson,**

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

[FR Doc. 95-14399 Filed 6-12-95; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF THE INTERIOR

### Minerals Management Service

#### 30 CFR Chapter II

#### Meetings of the Federal Gas Valuation Negotiated Rulemaking Committee

**AGENCY:** Minerals Management Service, Interior.

**ACTION:** Notice of meetings.

**SUMMARY:** The Federal Gas Valuation Negotiated Rulemaking Committee (Committee) was established by the Secretary of the Department of the Interior (Department) to develop specific recommendations regarding Federal gas valuation pursuant to the Department's responsibilities imposed by the Federal Oil and Gas Royalty Management Act of 1982, 30 U.S.C. 1701 *et seq.* (FOGRMA). The Committee completed its deliberations and final report in March 1995.

**DATES:** The Committee will meet to review the draft proposed rulemaking on Wednesday and Thursday, June 28 and 29, 1995, 8:00 a.m. to 5:00 p.m. each day.

**ADDRESSES:** The meetings will be held at the Golden Hill Office Complex, 12600 West Colfax Avenue, Suite B-200, Lakewood, CO 80215-3735.

Written statements may be submitted to Ms. Deborah Gibbs Tschudy, Chief, Valuation and Standards Division, Minerals Management Service, Royalty Management Program, P.O. Box 25165, MS-3150, Denver, CO 80225-0165.

**FOR FURTHER INFORMATION CONTACT:** Ms. Deborah Gibbs Tschudy, Chief, Valuation and Standards Division, Minerals Management Service, Royalty Management Program, P.O. Box 25165, MS-3920, Denver, CO 80225-0165, telephone number (303) 275-7200, fax number (303) 275-7227.

**SUPPLEMENTARY INFORMATION:** The location and dates of future meetings will be published in the **Federal Register**.

The meetings will be open to the public without advanced registration and public attendance will be limited to the space available. Participation by the public will be limited to written statements for the Committee's consideration. The public will have an

opportunity to comment on the proposed rulemaking during the public comment period.

Written statements should be submitted to the address listed above or at the meeting. Minutes of Committee meetings will be available for public inspection and copying 10 days following the meetings at the same address. In addition, the materials received to date during the input sessions are available for inspection and copying at the same address.

Dated: June 6, 1995.

**James W. Shaw,**

*Associate Director for Royalty Management.*

[FR Doc. 95-14443 Filed 6-12-95; 8:45 am]

BILLING CODE 4310-MR-M

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[CA-140-2-6993b; FRL-5212-1]

#### Approval and Promulgation of State Implementation Plans; California State Implementation Plan Revision, Mojave Desert Air Quality Management District and South Coast Air Quality Management District

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule.

**SUMMARY:** EPA is proposing to approve revisions to the California State Implementation Plan (SIP) which concern the control of volatile organic compound (VOC) emissions from automobile refinishing operations, magnet wire coating, and metal container, closure, and coil coating operations.

The intended effect of proposing approval of these rules is to regulate emissions of VOCs in accordance with the requirements of the Clean Air Act, as amended in 1990 (CAA or the Act). In the Final Rules Section of this **Federal Register**, the EPA is approving the state's SIP revision as a direct final rule without prior proposal because the Agency views this as a noncontroversial revision amendment and anticipates no adverse comments. A detailed rationale for this approval is set forth in the direct final rule. If no adverse comments are received in response to this proposed rule, no further activity is contemplated in relation to this rule. If EPA receives adverse comments, the direct final rule will be withdrawn and all public comments received will be addressed in a subsequent final rule based on this proposed rule. The EPA will not

institute a second comment period on this document. Any parties interested in commenting on this action should do so at this time.

**DATES:** Comments on this proposed rule must be received in writing by July 13, 1995.

**ADDRESSES:** Written comments on this action should be addressed to: Daniel A. Meer, Rulemaking Section (A-5-3), Air and Toxics Division, U.S. Environmental Protection Agency, Region 9, 75 Hawthorne Street, San Francisco, CA 94105-3901.

Copies of the rules and EPA's evaluation report of each rule are available for public inspection at EPA's Region 9 office during normal business hours. Copies of the submitted rules are also available for inspection at the following locations:

California Air Resources Board,  
Stationary Source Division, Rule  
Evaluation Section, 2020 "L" Street,  
Sacramento, CA 95812.  
Mojave Desert Air Quality Management  
District, 15428 Civic Drive,  
Victorville, CA 92392.  
South Coast Air Quality Management  
District, 21865 E. Copley, Diamond  
Bar, CA 91765.

**FOR FURTHER INFORMATION CONTACT:** Nikole Reaksecker, Rulemaking Section (A-5-3), Air and Toxics Division, U.S. Environmental Protection Agency, Region 9, 75 Hawthorne Street, San Francisco, CA 94105-3901, Telephone: (415) 744-1187.

**SUPPLEMENTARY INFORMATION:** This document concerns South Coast Air Quality Management District (SCAQMD) Rules 1125, 1126, and 1151, and Mojave Desert Air Quality Management District (MDAQMD) Rule 1116, submitted by the California Air Resources Board to EPA on February 24, 1995 (Rules 1125 and 1126), January 24, 1995, and March 31, 1995, respectively. For further information, please see the information provided in the Direct Final action which is located in the Rules Section of this **Federal Register**.

**Authority:** 42 U.S.C. 7401-7671q.

Dated: May 19, 1995.

**Alexis Strauss,**

*Acting Regional Administrator.*

[FR Doc. 95-14393 Filed 6-12-95; 8:45 am]

BILLING CODE 6560-50-W

### 40 CFR Part 52

[MN37-1-6901b; FRL-5212-7]

#### Approval and Promulgation of Implementation Plans; Minnesota

**AGENCY:** United States Environmental Protection Agency (USEPA).

**ACTION:** Proposed rule.

**SUMMARY:** USEPA proposes to approve miscellaneous amendments to previously approved administrative orders that are part of Minnesota's particulate matter and sulfur dioxide SIPs. These amendments make minor modifications such as reducing requirements for reporting operating information, updating certain rule citations, changing owner names, revoking an administrative order for a facility that no longer has significant emissions, and approving two revisions that will somewhat reduce emissions. USEPA also proposes to correct the codification of Minnesota's approved offset rules.

In the final rules section of this **Federal Register**, the USEPA is approving these revisions as a direct final rule without prior proposal, because USEPA views the action as noncontroversial and anticipates no adverse comments. A detailed rationale for the approval is set forth in the direct final rule. If no adverse comments are received in response to that direct final rule, no further activity is contemplated in relation to this proposal of that action. If USEPA receives adverse public comments, the direct final rule will be withdrawn and all public comments received will be addressed in a subsequent final rule based on this proposed rule. Any parties interested in commenting on this action should do so at this time.

**DATES:** Comments on this action must be received by July 13, 1995.

**ADDRESSES:** Written comments should be addressed to: William L. MacDowell, Chief, Regulation Development Section, Air Enforcement Branch (AE-17J), United States Environmental Protection Agency, 77 West Jackson Boulevard, Chicago, Illinois 60604.

**FOR FURTHER INFORMATION CONTACT:** John Summerhays, Air Enforcement Branch, Regulation Development Section (AE-17J), United States Environmental Protection Agency, Region 5, Chicago, Illinois 60604, (312) 886-6067.

**SUPPLEMENTARY INFORMATION:** Supplementary information is provided in the rules section of this **Federal Register**.

**Authority:** 42 U.S.C. 7401-7671q.

Dated: May 15, 1995.

**Valdas Adamkus,**

*Regional Administrator.*

[FR Doc. 95-14451 Filed 6-12-95; 8:45 am]

BILLING CODE 6560-50-P