TABLE 2.—UNIT RATES

Service [1 3]	Rough rice	Brown rice for processing	Milled rice
Effective August 2, 1996			
Inspection for quality (per lot, sublot, or sample inspection	$29.20	$25.30	$18.00
Factor analysis for any single factor (per factor):			
(a) Milling yield (per sample)	22.70	22.70	.....
(b) All other factors (per factor)	10.80	10.80	10.80
Total oil and free fatty acid	.....	35.40	35.40
Interpretive line samples:[2]	.....	.....	.....
(a) Milling degree (per set)	.....	.....	75.80
(b) Parboiled light (per sample)	.....	.....	19.00
Extra copies of certificates (per copy)	3.00	3.00	3.00
Effective January 1, 1997			
Inspection for quality (per lot, sublot, or sample inspection)	31.00	26.80	19.10
Factor analysis for any single factor (per factor):			
(a) Milling yield (per sample)	24.10	24.10	.....
(b) All other factors (per factor)	17.40	11.40	11.40
Total oil and free fatty acid	.....	37.50	37.50
Interpretive line samples: [2]	.....	.....	.....
(a) Milling degree (per set)	.....	.....	80.30
(b) Parboiled light (per sample)	.....	.....	20.10
Extra copies of certificates (per copy)	3.00	3.00	3.00
Effective January 1, 1998			
Inspection for quality (per lot, sublot, or sample inspection)	32.90	28.40	20.20
Factor analysis for any single factor (per factor):			
(a) Milling yield (per sample)	25.50	25.50	.....
(b) All other factors per factor):	12.10	12.10	12.10
Total oil and free fatty acid	.....	39.80	39.80
Interpretive line samples: [2]			
(a) Milling degree (per set)	.....	.....	85.10
(b) Parboiled light (per sample)	.....	.....	21.30
Extra copies of certificates (per copy)	3.00	3.00	3.00

[1] Fees apply to determinations (original or appeals) for kind, class, grade, factor analysis, equal to type, milling yield, or any other quality designation as defined in the U.S. Standards for Rice or applicable instructions, whether performed singly or in combination at other than at the applicant's facility.

[2] Interpretive line samples may be purchased from the U.S. Department of Agriculture, Grain Inspection, Packers and Stockyards Administration; Technical Services Division; Board of Appeals and Review; FGIS Technical Center, 10383 North Executive Hills Boulevard, Kansas City, MO 64153–1394. Interpretive line samples also are available for examination at selected FGIS field offices. A list of field offices may be obtained from the Deputy Director, Field Management Division, USDA, GIPSA, FGIS, P.O. Box 96454, Washington, DC 20090–6454. The interpretive line samples illustrate the lower limit for milling degrees only and the color limit for the factor ''Parboiled Light'' rice.

[3] Fees for other services not referenced in Table 2 will be based on the noncontract hourly rate listed in Section 868.90, Table 1.

Dated: June 27, 1996.

Michael V. Dunn,

Assistant Secretary, Marketing and Regulatory Programs.

[FR Doc. 96–16993 Filed 7–2–96; 8:45 am]

BILLING CODE 3410–EN–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 25

[Docket No. NM–127; Special Conditions No. 25–ANM–117]

Special Conditions: Cessna Model 500, 550, and S550 Airplanes; High-Intensity Radiated Fields

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final special conditions; request for comments.

SUMMARY: These special conditions are issued for the Cessna Model 500, 550, and S550 airplanes. These airplanes, as modified by Columbia Avionics, Inc., utilize new avionics/electronic systems, such as an electronic flight information system (EFIS), which perform critical functions. The applicable regulations do not contain adequate or appropriate safety standards for the protection of these systems from the effects of high-intensity radiated fields (HIRF). These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

DATES: The effective date of these special conditions is June 20, 1996. Comments must be received on or before August 2, 1996.

ADDRESSES: Comments on these special conditions may be mailed in duplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, Attn: Rules Docket (ANM–7), Docket No. NM–127, 1601 Lind Avenue SW., Renton, Washington, 98055–4056; or delivered in duplicate to the Office of the Assistant Chief Counsel at the above address. Comments must be marked: Docket No. NM–127. Comments may be inspected in the Rules Docket weekdays, except Federal holidays, between 7:30 a.m. and 4:00 p.m.

FOR FURTHER INFORMATION CONTACT: Mark Quam, FAA, Standardization Branch, ANM–113, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, Washington, 98055–4056; telephone (206) 227–2145; facsimile (206) 227–1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA has determined that good cause exists for making these special conditions effective upon issuance; however, interested persons are invited to submit such written data, views, or arguments as they may desire. Communications should identify the

regulatory docket and special condition number and be submitted in duplicate to the address specified above. All communications received on or before the closing date for comments will be considered by the Administrator. These special conditions may be changed in light of the comments received. All comments submitted will be available in the Rules Docket for examination by interested persons, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerning this rulemaking will be filed in the docket. Persons wishing the FAA to acknowledge receipt of their comments submitted in response to this request must submit with those comments a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket No. NM–127.'' The postcard will be date stamped and returned to the commenter.

Background

On April 8, 1996, Columbia Avionics, 11200 Airport Road, Columbia, MO 65201, applied for a Supplemental Type Certificate (STC) to modify Cessna 500, 550, and S550 airplanes to incorporate the installation of an electronic flight instrument system (EFIS). The airplanes are pressurized, executive transport airplanes powered by two fuselage-mounted turbofan engines.

Supplemental Type Certification Basis

Under the provisions of § 21.101 of 14 CFR part 21, Columbia Avionics must show that the modified Cessna 500, 550, and S550 airplanes continue to meet the applicable provisions of the regulations incorporated by reference in Type Certificate A22CE, or the applicable regulations in effect on the date of application for the change. The regulations incorporated by reference in the type certificate are commonly referred to as the ''original type certification basis.'' The regulations incorporated by reference in TC A22CE include the following for the Cessna 500, 550 and S550 series: 14 CFR part 25, dated February 1, 1965, as amended by Amendments 25–1 through 25–17, and §§ 25.934 and 25.1091(d)(2), as amended through Amendment 25–23. In addition, under § 21.101(b)(1), the following regulations apply to the EFIS installation: §§ 25.1303, 25.1305, and 25.1322, as amended by Amendment 25–38; §§ 25.1309, 25.1321 (a), (b), (d), and (e), 25.1331, 25.1333, and 25.1335, as amended by Amendment 25–41; and § 25.1316, as amended by Amendment 25–80. These special conditions form an additional part of the type certification basis.

If the Administrator finds that the applicable airworthiness regulations (i.e., part 25, as amended) do not contain adequate or appropriate safety standards for the Cessna Model 500, 550, and S550 series airplanes because of a novel or unusual design feature, special conditions are prescribed under the provisions of § 21.16 to establish a level of safety equivalent to that established in the regulations.

Special conditions, as appropriate, are issued in accordance with 14 CFR § 11.49 after public notice, as required by §§ 11.28 and 11.29(b), and become part of the type certification basis in accordance with § 21.101(b)(2).

Special conditions are initially applicable to the model for which they are issued. Should the applicant apply for a supplemental type certificate to modify any other model included on the same type certificate to incorporate the same novel or unusual design feature, the special conditions would also apply to the other model under the provisions of § 21.101(a)(1).

Novel or Unusual Design Features

The Cessna Model 500, 550, and S550 airplanes incorporate new avionics/electronic systems, such as the electronic flight instrument system (EFIS), that perform critical functions. These systems may be vulnerable to high-intensity radiated fields (HIRF) external to the airplane.

Discussion

There is no specific regulation that addresses protection requirements for electrical and electronic systems from HIRF. Increased power levels from ground-based radio transmitters and the growing use of sensitive electrical and electronic systems to command and control airplanes have made it necessary to provide adequate protection.

To ensure that a level of safety is achieved equivalent to that intended by the regulations incorporated by reference, a special condition is needed for the Cessna Model 500, 550, and S550, as modified by Columbia Avionics, which requires that new electrical and electronic systems, such as the EFIS, that perform critical functions be designed and installed to preclude component damage and interruption of function due to both the direct and indirect effects of HIRF.

High-Intensity Radiated Fields (HIRF)

With the trend toward increased power levels from ground-based transmitters, plus the advent of space and satellite communications, coupled with electronic command and control of the airplane, the immunity of critical digital avionics systems, such as the EFIS, to HIRF must be established.

It is not possible to precisely define the HIRF to which the airplane will be exposed in service. There is also uncertainty concerning the effectiveness of airframe shielding for HIRF. Furthermore, coupling of electromagnetic energy to cockpit-installed equipment through the cockpit window apertures is undefined. Based on surveys and analysis of existing HIRF emitters, an adequate level of protection exists when compliance with the HIRF protection special condition is shown with either paragraphs 1 OR 2 below:

1. A minimum threat of 100 volts per meter peak electric field strength from 10 KHz to 18 GHz.

a. The threat must be applied to the system elements and their associated wiring harnesses without the benefit of airframe shielding.

b. Demonstration of this level of protection is established through system tests and analysis.

2. A threat external to the airframe of the following field strengths for the frequency ranges indicated.

Frequency	Peak (V/M)	Average (V/M)
10 KHz–100 KHz	50	50
100 KHz–500 KHz	60	60
500 KHz–2 MHz	70	70
2 MHz–30 MHz	200	200
30 MHz–100 MHz	30	30
100 MHz–200 MHz	150	33
200 MHz–400 MHz	70	70
400 MHz–700 MHz	4,020	935
700 MHz–1 GHz	1,700	170
1 GHz–2 GHz	5,000	990
2 GHz–4 GHz	6,680	840
4 GHz–6 GHz	6,850	310
6 GHz–8 GHz	3,600	670
8 GHz–12 GHz	3,500	1,270
12 GHz–18 GHz	3,500	360
18 GHz–40 GHz	2,100	750

As discussed above, these special conditions are applicable to the Cessna Model 500, 550, and S550 airplanes, as modified by Columbia Avionics, Inc. Should Columbia Avionics apply at a later date for a supplemental type certificate to modify any other model included on Type Certificate No. A22CE to incorporate the same novel or unusual design feature, this special condition would apply to that model as well, under the provisions of § 21.101(a)(1).

Conclusion

This action affects only certain design features on the Cessna Model 500, 550, and S550 airplanes. It is not a rule of general applicability and affects only the applicant who applied to the FAA

for approval of these features on the airplane.

The substance of the special conditions for this airplane has been subject to the notice and comment procedure in several prior instances and has been derived without substantive change from those previously issued. It is unlikely that prior public comment would result in a significant change from the substance contained herein. For this reason, and because a delay would significantly affect the certification of the airplane, which is imminent, the FAA has determined that prior public notice and comment are unnecessary and impracticable, and good cause exists for adopting these special conditions immediately. Therefore, these special conditions are being made effective upon issuance. The FAA is requesting comments to allow interested persons to submit views that may not have been submitted in response to the prior opportunities for comment described above.

List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

The authority citation for this special condition is as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for Cessna Model 500, 550, and S550 airplanes, as modified by Columbia Avionics, Inc.

1. *Protection from Unwanted Effects of High-Intensity Radiated Fields (HIRF).* Each electrical and electronic system that performs critical functions must be designed and installed to ensure that the operation and operational capability of these systems to perform critical functions are not adversely affected when the airplane is exposed to high-intensity radiated fields.

2. For the purpose of this special condition, the following definition applies: *Critical Functions.* Functions whose failure would contribute to or cause a failure condition that would prevent the continued safe flight and landing of the airplane.

Issued in Renton, Washington, in June 20, 1996.

Gary L. Killion,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM–100.

[FR Doc. 96–16959 Filed 7–2–96; 8:45 am]

BILLING CODE 4910–13–M

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14 CFR Part 39

[Docket No. 95–NM–253–AD; Amendment 39–9675; AD 96–13–07]

RIN 2120–AA64

Airworthiness Directives; Fokker Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to all Fokker Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 series airplanes, that currently requires supplemental structural inspections to detect fatigue cracks, and repair or replacement, as necessary, to ensure the continued airworthiness of these airplanes. This amendment adds and revises certain significant structural items for which inspection and repair or replacement is necessary. This amendment is prompted by a structural re-evaluation conducted by the manufacturer, which identified additional structural elements where fatigue damage is likely to occur. The actions specified by this AD are intended to prevent reduced structural integrity of these airplanes.

DATES: Effective August 6, 1996.

The incorporation by reference of Fokker SIP Product Support Document 27438, Part 1, including revisions up through August 1, 1995, as listed in the regulations is approved by the Director of the Federal Register as of August 6, 1996.

The incorporation by reference of Fokker SIP Document 27438, Part 1, including revisions up through November 1, 1991, as listed in the regulations, was approved previously by the Director of the Federal Register as of October 21, 1992 (57 FR 42693).

ADDRESSES: The service information referenced in this AD may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Ruth E. Harder, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–1721; fax (206) 227–1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 92–19–07, amendment 39–8365 (57 FR 42693, September 16, 1992), which is applicable to all Fokker Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 series airplanes, was published in the Federal Register on April 10, 1996 (61 FR 15906). The action proposed to supersede AD 92–19–07 to continue to require a program of supplemental structural inspections (SIP) to detect fatigue cracks, and repair or replacement, as necessary. The action also proposed to add and revise certain significant structural items (SSI) for which inspection and repair or replacement is necessary.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the single comment received.

Support for the Proposal

The commenter supports the proposed rule.

Conclusion

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with as proposed.

Cost Impact

There are approximately 34 Fokker Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 series airplanes of U.S. registry that will be affected by this AD.

The actions that are currently required by AD 92–19–07 take approximately 295 work hours per airplane per year to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the cost impact on U.S. operators relative to the requirements of the previously-issued AD that are retained in this new AD action is estimated to be $601,800, or $17,700 per airplane, annually.

The new actions that are required by this new AD action will take approximately 179 additional work hours per airplane per year to accomplish, at an average labor rate of