hauling and handling milk that may be moved to distributing plants only to pool plentiful supplies of producer milk.

For the month of June 1996, 2,896 dairy farmers were producers under the Iowa milk order. Of these, all but 24 would be considered small businesses, having under 300,000 pounds of production for the month. Of the dairy farmers in the small business category, 2,312 produced under 100,000 pounds of milk, 515 produced between 100,000 and 200,000 pounds, and 45 produced between 200,000 and 300,000 pounds of milk during June.

The reports filed on behalf of the slightly more than 20 milk handlers pooled, or regulated, under the Iowa order in June 1996 were filed for individual establishments that, for the most part, would meet the SBA definition of a small business, having less than 500 employees. However, most of these establishments are part of larger businesses that operate multiple plants, and meet the definition of large entities on that basis.

The proposed revision would increase the percentage of milk receipts that handlers are required to move to fluid milk distributing plants. If the shipping percentages are revised, some handlers may choose to move increased volumes of their milk supplies from manufacturing uses to fluid use in order to assure that all of their producer milk supplies will be able to share in the benefits of the marketwide pool. Some handlers may elect to not pool some of their producer milk supplies rather than ship more milk to distributing plants. Others may already be moving as much as they would be required to move under increased percentages, and would be unaffected by the proposed revision.

If the shipping percentages are not increased the distributing plant operator requesting the revision, who would be described as a large entity on the basis of its multiple plant operations, may not be able to obtain an adequate supply of milk at a competitive price to meet its needs. The handlers from whom the distributing plant handler would be most likely to receive increased shipments are also, for the most part, large entities.

Interested parties are invited to submit comments on the probable regulatory and informational impact of this proposed rule on small businesses. Also, parties may suggest modifications of this proposal for the purpose of tailoring their applicability to small businesses.

Statement of Consideration

The provision proposed for revision is the percentage of a supply plant's receipts required to be shipped to pool distributing plants pursuant to § 1079.7(b) of the Iowa Federal milk order (Order 79). As proposed, the percentage of a supply plant's receipts that must be shipped to pool distributing plants (fluid milk plants) if the supply plant is to be considered a pool plant would be increased by the maximum allowable 10 percentage points, from 35 percent to 45 percent for the period September 1, 1996, through November 30, 1996, and from 20 percent to 30 percent for the period December 1, 1996, through March 31, 1997.

Section 1079.7(b)(1) allows the Director of the Dairy Division to reduce or increase a pool supply plant's minimum shipping requirement by up to 10 percentage points to prevent uneconomic milk shipments or to assure an adequate supply of milk for fluid use.

Anderson-Erickson Dairy Company (A–E), a fluid milk processing plant that is a pool distributing plant under Order 79, requested that the shipping percentage be increased. The handler's request states that it is unable to obtain a supply of milk at the present market price, leaving A–E short of its needs for fluid milk. A–E cites difficulty in attracting milk for high-valued bottling use, which requires drawing milk away from lower-valued uses of milk such as nonfat dry milk and cheese that may be more remunerative to processors.

In view of the foregoing, it may be appropriate to increase the shipping percentage requirements for pool supply plants as proposed to provide for the efficient and economic marketing of milk during the months of September 1, 1996, through March 31, 1997.

List of Subjects in 7 CFR Part 1079

Milk marketing orders.

The authority citation for 7 CFR Part 1079 continues to read as follows:

Authority: 7 U.S.C. 601–674.

Dated: August 26, 1996.

Richard M. McKee,

Director, Dairy Division.

[FR Doc. 96–22452 Filed 9–3–96; 8:45 am]

BILLING CODE 3410–02–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–NM–69–AD]

RIN 2120–AA64

Airworthiness Directives; Saab Model SAAB SF340A, SAAB 340B, and SAAB 2000 Series Airplanes

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 certain Saab Model SAAB SF340A, SAAB 340B, and SAAB 2000 series airplanes. This proposal would require replacement of the hubcap drive coupling of the main wheel with an improved coupling. This proposal is prompted by reports of unexpected decreases in the pressure of the main wheel brake due to incorrect engagement between the main wheel coupling and the wheel speed transducer, which can result in false signals being sent to the anti-skid control box. The actions specified by the proposed AD are intended to prevent loss of brake effectiveness due to a decrease in the pressure of the main wheel brake.

DATES: Comments must be received by October 15, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 96–NM–69–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from SAAB Aircraft AB, SAAB Aircraft Product Support, S–581.88, Linköping, Sweden. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington, or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California.

FOR FURTHER INFORMATION CONTACT: Walter Eierman, Aerospace Engineer, Systems and Equipment Branch, ANM–130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount

Boulevard, Lakewood, California 90712; telephone (310) 627–5336; fax (310) 627–5210.

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 shall 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 96–NM–69–AD.'' 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, Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 96–NM–69–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

The Luftfartsverket (LFV), which is the airworthiness authority for Sweden, recently notified the FAA that an unsafe condition may exist on certain Saab Model SAAB SF340A, SAAB 340B and SAAB 2000 series airplanes. The LFV advises that it has received reports indicating that sudden and unexpected decreases in the pressure of the main wheel brake occurred due to incorrect engagement between the drive coupling of the main wheel and the wheel speed transducer. Investigation revealed that constant removal and reinstallation of the main wheel hubcap during maintenance eventually can cause large gaps or cracks in the drive coupling. Such damage can prevent the drive coupling and wheel speed transducer from engaging properly, and ultimately, can result in a false signal being sent to the anti-skid control box; this can cause main wheel brake pressure to decrease. This condition, if not corrected, could result in a loss of brake effectiveness.

Explanation of Relevant Service Information

Saab has issued Service Bulletins SAAB 340–32–107 (for Model SAAB SF340A and SAAB 340B series airplanes), and SAAB 2000–32–019 (for Model SAAB 2000 series airplanes), both dated January 18, 1996. These service bulletins describe procedures for replacing the hubcap drive coupling of the main wheel with an improved coupling that is more resistant to damage from the removal and reinstallation of the main wheel hubcap. The Saab service bulletins reference Crane Hydro-Aire Division Service Bulletins 140–041–32–1 (for wheel hubcaps having part number 140–04120) and 140–159–32–1 (for wheel hubcaps having part number 140–15920), both dated December 21, 1995, as additional sources of service information for replacement of the hubcap drive coupling.

The LFV classified these Saab service bulletins as mandatory and issued Swedish Airworthiness Directive (SAD) 1–085R1, dated January 22, 1996, in order to assure the continued airworthiness of these airplanes in Sweden.

FAA's Conclusions

These airplane models are manufactured in Sweden and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the LFV has kept the FAA informed of the situation described above. The FAA has examined the findings of the LFV, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would require replacement of the hubcap drive coupling of the main wheel with an improved coupling. The actions would be required to be accomplished in accordance with the service bulletins described previously.

Cost Impact

The FAA estimates that 235 Model SAAB SF340A and SAAB 340B series airplanes and 3 Model SAAB 2000 series airplanes of U.S. registry would be affected by this proposed AD.

For Model SAAB SF340A and SAAB 340B series airplanes, it would take approximately 2 work hours per airplane to accomplish the proposed actions, at an average labor rate of $60 per work hour. Required parts would cost approximately $200 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators of Model SAAB 340A and SAAB 340B series airplanes is estimated to be $75,200, or $320 per airplane.

For Model SAAB 2000 series airplanes, it would take approximately 2 work hours per airplane to accomplish the proposed actions, at an average labor rate of $60 per work hour. Required parts would cost approximately $120 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators of Model SAAB 2000 series airplanes is estimated to be $720, or $240 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

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, 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. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

Saab Aircraft AB: Docket 96–NM–69–AD.

Applicability: Model SAAB SF340A series airplanes having serial numbers 004 through 159 inclusive; Model SAAB 340B series airplanes having serial numbers 160 through 378 inclusive; and Model SAAB 2000 series airplanes having serial numbers 002 through 029 inclusive; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of brake effectiveness due to a decrease in pressure of the main wheel brake, accomplish the following:

(a) Within 90 days after the effective date of this AD, replace each main wheel hubcap drive coupling having part number (P/N) 40–91115 with a main wheel hubcap drive coupling having P/N 40–91115, Rev. D, in accordance with Saab Service Bulletin SAAB 340–32–107, dated January 18, 1996 (for Model SAAB SF340A and SAAB 340B series airplanes), or Saab Service Bulletin SAAB 2000–32–019, dated January 18, 1996 (for Model SAAB 2000 series airplanes), as applicable.

Note 2: The Saab service bulletins reference Crane Hydro-Aire Division Service Bulletins 140–041–32–1 (for wheel hubcaps having part number 140–04120) and 140–159–32–1 (for wheel hubcaps having part number 140–15920), both dated December 21, 1995, as additional sources of service information for replacement of the hubcap drive coupling.

(b) As of the effective date of this AD, no person shall install on any airplane a main wheel hubcap drive coupling having P/N 40–91115 in a wheel hubcap having P/N 140–04120 (for Model SAAB SF340A and SAAB 340B series airplanes), or P/N 140–15920 (for Model SAAB 2000 series airplanes), as applicable.

(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 3: 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 August 28, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–22475 Filed 9–3–96; 8:45 am]

BILLING CODE 4910–13–U

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14 CFR Part 39

[Docket No. 96–NM–136–AD]

RIN 2120–AA64

Airworthiness Directives; Beech (Raytheon) Model BAe 125–800A, Model Hawker 800, and Model Hawker 800XP Series Airplanes

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 certain Beech (Raytheon) Model BAe 125–800A, Model Hawker 800, and Model Hawker 800XP series airplanes. This proposal would require the filling of two tooling holes on the firewalls of the left and right engine pylons with sealant. This proposal is prompted by notification from the manufacturer that these holes were not sealed during production. The actions specified by the proposed AD are intended to prevent an engine fire from moving to the fuselage and to the lines that carry flammable fluid that are located inboard of the firewall.

DATES: Comments must be received by October 15, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 96–NM–136–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Raytheon Aircraft Company, Manager Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201–0085. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington, or FAA, Wichita Aircraft Certification Office, Small Airplane Directorate, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas.

FOR FURTHER INFORMATION CONTACT: Karl Schletzbaum, Aerospace Engineer, Systems and Propulsion Branch, ACE–116W, FAA, Wichita Aircraft Certification Office, Small Airplane Directorate, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946–4146; fax (316) 946–4407.

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 shall 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.