

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF AGRICULTURE

Commodity Credit Corporation

7 CFR Part 1496

RIN 0560-AF09

Procurement of Processed Agricultural Commodities for Donation Under Title II, Public Law 480; Public Meeting

AGENCY: Commodity Credit Corporation, USDA.

ACTION: Public meeting on proposed regulation.

SUMMARY: Notice is hereby given that a public meeting will be held on March 13, 1997. The purpose of the forum is for members of the U.S. Government involved in Title II of the Agricultural Trade Development and Assistance Act of 1954, (Public Law 480) to meet with the public and receive comments and suggestions with respect to the proposed regulation issued by the Commodity Credit Corporation (CCC) on February 12, 1997 (62 FR 6497). The proposed regulation would revise CCC's procedures for purchasing processed agricultural commodities donated overseas under Title II of Public Law 480, implement recent statutory changes, and adopt a simpler and more efficient procurement process.

DATES: The meeting will be held March 13, 1997 from 9:30 to 12:00.

ADDRESSES: The meeting will be held at Room 107A in the Administration Building at the U.S. Department of Agriculture in Washington, D.C. Those planning to attend the meeting should write to USDA/FSA, Procurement and Donations Division, Export Operations Branch, Rm. 5755-S, Mail Stop 0551, P.O. Box 2415, Washington D.C. 20013-2415.

FOR FURTHER INFORMATION CONTACT: Jeff Jackson, (202) 720-3995 or the FSA Homepage (<http://www.fsa.usda.gov>).

SUPPLEMENTARY INFORMATION: To accommodate all participants, we request that individuals planning to attend should so inform the Department

in writing at the address listed above. Please indicate the company represented, if any, including the names and titles of individuals attending and whether individuals plan to present verbal comments at the meeting. Initial comments will be limited to five minutes and taken in the order in which the participants sign-in the day of the meeting.

Signed at Washington, D.C. on February 21, 1997.

Bruce R. Weber,

Executive Vice President, Commodity Credit Corporation.

[FR Doc. 97-5024 Filed 2-27-97; 8:45 am]

BILLING CODE 3410-05-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-05-AD]

RIN 2120-AA64

Airworthiness Directives; British Aerospace Model Avro 146-RJ 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 all British Aerospace Model Avro 146-RJ series airplanes. This proposal would require modifying the electrical system in the equipment bay area by replacing certain cables, clamps, and fairleads. This proposal is prompted by a report indicating that the incorrect size of electrical cables were used in the generator feeder circuit between certain busbars and existing generator feeder cables. As a result, generator contactors are not compatible with generator rating requirements and can overheat. The actions specified by the proposed AD are intended to prevent possible overheating and damage to the electrical generator feeder cables, which could cause a fire or the loss of essential electrical systems.

DATES: Comments must be received by April 9, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation

Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-05-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 British Aerospace Regional Aircraft Limited, Avro International Aerospace Division, Customer Support, Woodford Aerodrome, Woodford, Cheshire SK7 1QR, England. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Tim Backman, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2797; fax (206) 227-1149.

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 97-NM-05-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. 97-NM-05-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on all British Aerospace Model Avro 146-RJ series airplanes. The CAA advises that, in the electrical equipment bay, a design drawing error allowed the incorrect size of electrical cables to be used in the aircraft generator feeder circuit between busbars AC1 and AC2. For this reason, existing 6ANC generator feeder cables between AC1 and AC2 busbars and generator contactors are not compatible with generator rating requirements. When only one alternating current (AC) generator is on-line and the AC hydraulic pump is operating, the feeder cable could overheat and cause damage. This condition, if not corrected, could result in a possible fire or loss of essential electrical systems.

Explanation of Relevant Service Information

British Aerospace has issued Service Bulletin SB.24-113-01532A, dated March 12, 1996, and Revision 1, dated June 18, 1996, which describe procedures for replacing the existing 6ANC generator feeder cables installed between the AC1 and AC2 busbars; replacing the generator contactors with larger 4ANC size cables; and modifying existing clamps and fairleads to accommodate the larger diameter cables. This modification is identified as HCM01532A in the service bulletin.

Replacing the electrical cables and modifying the various components in the electrical equipment bay in accordance with the service bulletin will preclude possible feeder cable overheat and subsequent damage that could lead to a fire or loss of essential systems.

The CAA classified this service bulletin as mandatory and issued British airworthiness directive 006-03-96, dated March 12, 1996, in order to assure the continued airworthiness of these airplanes in the United Kingdom.

FAA's Conclusions

This airplane model is manufactured in the United Kingdom and is 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 CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, 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 modifying the electrical system in the electrical equipment bay. The actions would be required to be accomplished in accordance with the service bulletin described previously.

Cost Impact

The FAA estimates that 10 British Aerospace Model Avro 146-RJ series airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 4 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$300 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$5,400, or \$540 per airplane.

The cost impact figure discussed above is 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:

British Aerospace Regional Aircraft Limited, Avro International Aerospace Division (Formerly British Aerospace, plc; British Aerospace Commercial Aircraft Limited): Docket 97-NM-05-AD.

Applicability: All Model Avro 146-RJ series airplanes, 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 (b) 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 the possible overheating of the feeder cable and subsequent damage, which could lead to a possible fire or loss of essential electrical systems, accomplish the following:

(a) Prior to the accumulation of 500 flight cycles after the effective date of this

AD, modify the electrical system in the electrical equipment bay in accordance with British Aerospace Service Bulletin SB.24-113-01532A, dated March 12, 1996, or Revision 1, dated June 18, 1996.

(b) 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, Standardization Branch, ANM-113, 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, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(c) 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 February 21, 1997.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-4948 Filed 2-27-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-NM-117-AD]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F28 Mark 0100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Supplemental notice of proposed rulemaking; reopening of comment period.

SUMMARY: This document revises an earlier proposed airworthiness directive (AD), applicable to certain Fokker Model F28 Mark 0100 series airplanes, that would have required installation of additional "EXIT" signs at the overwing emergency exits. That proposal was prompted by a report indicating that the "EXIT" signs for the overwing emergency exits, as currently installed, would not be visible to passengers during an emergency evacuation when the emergency exit doors are open. This action revises the proposed rule by expanding the applicability of the proposed rule to include additional airplanes. The actions specified by this proposed AD are intended to ensure the "EXIT" signs for overwing emergency exits are clearly visible during an evacuation.

DATES: Comments must be received by March 14, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-117-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 Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, The Netherlands. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Tim Dulin, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2141; fax (206) 227-1149.

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 94-NM-117-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. 94-NM-117-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD), applicable to certain Fokker Model F28 Mark 0100 series airplanes, was published as a notice of proposed rulemaking (NPRM) in the Federal Register on January 18, 1995 (60 FR 3585). That NPRM would have required installation of two additional "EXIT" signs, one above and between the left-hand overwing emergency exits, and one above and between the right-hand overwing emergency exits. That NPRM was prompted by a report indicating that the "EXIT" signs for the overwing emergency exits, as currently installed, would not be visible to passengers during an emergency evacuation when the emergency exit doors are open. That condition, if not corrected, could delay or impede the evacuation of passengers during an emergency.

Actions Since Issuance of Previous Proposal

One comment that was submitted in response to the NPRM raised questions concerning the applicability of the proposed AD. The commenter, a U.S. operator, noted that the proposal would apply to only 20 of the 40 Fokker F28 Model Mark 0100 series airplanes in its fleet. However, this operator pointed out that all 40 of its Model F28 Mark 0100 series airplanes have the same overwing emergency exit sign configuration (i.e., emergency exit signs on the covers of the operating handles), and do not have the emergency exit signs above the overwing emergency exits, was proposed by this AD. This operator also pointed out that, if the effectivity listing in Fokker Service Bulletin SBF100-33-015, Revision 1, dated March 21, 1994 (which was referenced as the appropriate source of service information in the proposal) is incorrect, then other operators' fleets also could be affected.

Based on this comment, the FAA worked in consultation with the Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, and Fokker, to determine that 20 Model F28 Mark 0100 series airplanes were excluded inadvertently from the effectivity listing of the