

April 20, 1998, and this rule needs to be in effect by February so containers can be ordered in time for harvest and shipment; and (4) this rule provides a 60-day comment period and any comments received will be considered prior to finalization of this rule.

List of Subjects in 7 CFR Part 925

Grapes, Marketing agreements and orders, Reporting and recordkeeping requirements.

For the reasons set forth in the preamble, 7 CFR part 925 is amended to read as follows:

PART 925—GRAPES GROWN IN A DESIGNATED AREA OF SOUTHEASTERN CALIFORNIA

1. The authority citation for 7 CFR part 925 continues to read as follows:

Authority: 7 U.S.C. 601–674.

2. In part 925, the words “California Administrative Code (Title 3)” are removed and the words “Title 3: California Code of Regulations” are added in their place everywhere they appear.

3. In § 925.304:

(A) Paragraph (b)(1) introductory text is amended by removing the number

“1380.19(14)” and adding in its place the phrase “1380.14, and 1380.19(n)”, and

(B) Paragraphs (b)(1)(i) through (vii) are removed and paragraphs (b)(1)(viii) and (ix) are redesignated as paragraphs (b)(1)(ii) and (b)(1)(iii) and a new paragraph (b)(1)(i) is added to read as follows:

§ 925.304 California Desert Grape Regulation 6.

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- (b) * * *
- (1) * * *
- (i)

CONTAINER DESCRIPTIONS IN INCHES

Container	Depth	Width	Length
28 Sawdust Pack	7¾ (inside)	14 ¹⁵ / ₁₆ (inside)	18 ⁵ / ₈ (inside).
38J Polystyrene Lug	6¾ (inside)	12½ (inside)	15 ³ / ₈ (inside).
38K Standard Grape	4½ to 8½ (inside)	13½ to 14½ (outside)	16 ⁵ / ₈ to 17½ (outside).
38Q Polystyrene Lug	6¼ to 8¼ (inside)	11¼ (inside)	18½ (inside).
38R Grape Lug	4 to 7 (inside)	15¾ to 16 (outside)	19 ¹ / ₁₆ to 20 (outside).
38S Grape Lug	5 to 9 (inside)	11 ¹ / ₁₆ to 12 (outside)	19 ¹ / ₁₆ to 20 (outside).
38T Grape Lug	5½ to 7½ (inside)	13½ to 13 ¹⁵ / ₁₆ (outside)	15 ⁵ / ₁₆ to 16 (outside).
38U Grape Lug	6 ³ / ₁₆ to 7 (inside)	13 ¹ / ₁₆ (outside)	20½ (outside).
38 V Grape Lug	5 ¾ (inside)	14 (outside)	16 (outside).

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Dated: December 30, 1997.

Sharon Bomer Lauritsen,
Acting Deputy Administrator, Fruit and Vegetable Programs.
[FR Doc. 98–284 Filed 1–6–98; 8:45 am]
BILLING CODE 3410–02–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–NM–333–AD; Amendment 39–10272; AD 98–01–09]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A300–600 and A310 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Airbus Model A300–600 and A310 series airplanes. This action requires revising the Airplane Flight Manual (AFM) to instruct the flightcrew to crosscheck certain primary power setting parameters of the Thrust Control Computer (TCC) against tables of these values; and apply corrective action, if

necessary. This amendment also provides for optional terminating action for the AFM revision. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are intended to ensure that the flightcrew is provided with procedures for crosschecking and correcting certain primary power setting parameters of the TCC; incorrect parameters could result in insufficient thrust being applied during takeoff.

DATES: Effective January 22, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 22, 1998.

Comments for inclusion in the Rules Docket must be received on or before February 6, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 97–NM–333–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane Directorate, 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: International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2110; fax (425) 227–1149.

SUPPLEMENTARY INFORMATION: The Direction Générale de l’Aviation Civile (DGAC), which is the airworthiness authority for France, notified the FAA that an unsafe condition may exist on certain Airbus Model A310 and A300–600 series airplanes. The DGAC advises that, in three instances, incorrect primary power setting parameters [N1 rotor speed or engine pressure ratio (EPR)] have been observed on airplanes in service. These incorrect parameters have been attributed to inaccurate data computations by the Thrust Control Computer (TCC), due to electrical power transients occurring during the engine startup sequence. Incorrect primary power setting parameters in the TCC, if not corrected, could result in insufficient thrust being applied during takeoff.

Explanation of Relevant Service Information

Airbus has issued A300–600 Flight Manual Temporary Revisions 4.03.00/18 and 4.03.00/19; and A310 Flight Manual Temporary Revisions 4.03.00/20 and

4.03.00/21; all dated November 4, 1996. These temporary revisions describe procedures for crosschecking the primary power setting parameters (N1 or EPR) of the TCC against tables of these values given in the Airplane Flight Manual (AFM); and resetting the TCC, if necessary.

Airbus also has issued service bulletins which describe procedures for modification of the TCC on certain airplanes, to prevent its sensitivity to electrical power transients.

Accomplishment of the modification eliminates the need for the AFM limitation. The modification of the TCC varies depending on the airplane model and engine configuration, as specified in each Airbus service bulletin below:

- A310-22-2025, dated April 18, 1989;
- A310-22-2027, dated June 8, 1990;
- A310-22-2031, dated September 2, 1991;
- A310-22-2035, Revision 1, dated July 13, 1994;
- A300-22-6010, dated April 18, 1989;
- A300-22-6011, dated June 8, 1990; and
- A300-22-6017, dated September 2, 1991.

The DGAC classified these AFM temporary revisions and service bulletins as mandatory and issued French airworthiness directive 97-110-218(B), dated May 7, 1997, in order to assure the continued airworthiness of these airplanes in France.

FAA's Conclusions

These airplane models are manufactured in France 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 DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, 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 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, this AD is being issued to ensure that the flightcrew is provided with procedures for crosschecking and correcting certain primary power setting parameters of the TCC; incorrect

parameters could result in insufficient thrust being applied during takeoff. This AD requires revising the Limitations Section of the FAA-approved AFM by incorporating the previously described temporary AFM revisions, as applicable. This AD also provides for optional terminating action for the AFM revisions.

Interim Action

This AD is considered to be interim action. While the French airworthiness directive also requires modification of the TCC on certain A310 and A300-600 series airplanes, in accordance with the previously described service bulletins, this AD provides for optional modification of the TCC. The FAA is currently considering requiring modification of the TCC. However, the planned compliance time is sufficiently long so that notice and opportunity for prior public comment will be practicable.

Determination of Rule's Effective Date

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption ADDRESSES. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that

summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 97-NM-333-AD." The postcard will be date stamped and returned to the commenter.

Regulatory Impact

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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:

98-01-09 Airbus Industrie: Amendment 39-10272. Docket 97-NM-333-AD.

Applicability: Model A310 and A300-600 series airplanes equipped with General Electric CF6-80C2 engines on which Airbus Modification 7174, 7588, or 8246 has not been accomplished; and Model A310 and A300-600 series airplanes equipped with Pratt & Whitney PW 4000 engines on which Airbus Modification 7694 has not been accomplished; 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 ensure that the flightcrew is provided with procedures for crosschecking and correcting certain primary power setting parameters of the Thrust Control Computer (TCC), accomplish the following:

(a) Within 15 days after the effective date of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) by inserting a copy of A300-600 or A310 Flight Manual Temporary Revision 4.03.00/18, 4.03.00/19, 4.03.00/20, or 4.03.00/21, all dated November 4, 1996; as applicable; into the AFM.

Note 2: When the temporary revision specified in paragraph (a) of this AD has been incorporated into the general revisions of the AFM, the general revisions may be inserted in the AFM, provided the information contained in the general revision is identical to that specified in the applicable temporary revision cited in paragraph (a).

(b) Accomplishment of modification of the TCC in accordance with the applicable Airbus service bulletins specified below constitutes terminating action for the requirement of paragraph (a) of this AD:

- A310-22-2025, dated April 18, 1989;
- A310-22-2027, dated June 8, 1990;
- A310-22-2031, dated September 2, 1991;
- A310-22-2035, Revision 1, dated July 13, 1994;
- A300-22-6010, dated April 18, 1989;
- A300-22-6011, dated June 8, 1990;
- A300-22-6017, dated September 2, 1991.

After the modification has been accomplished, the Temporary AFM Revision may be removed from the AFM.

(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, International Branch, ANM-116, 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, International Branch, ANM-116.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(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.

(e) The AFM revision shall be done in accordance with Airbus A300-600 Flight Manual Temporary Revision 4.03.00/18, dated November 4, 1996; Airbus Model A300-600 Flight Manual Temporary Revision 4.03.00/19, dated November 4, 1996; Airbus A310 Flight Manual Temporary Revision 4.03.00/20, dated November 4, 1996; or Airbus A310 Flight Manual Temporary Revision 4.03.00/21, dated November 4, 1996; as applicable. The modification, if accomplished, shall be done in accordance with Airbus Service Bulletin A310-22-2025, dated April 18, 1989; Airbus Service Bulletin A310-22-2027, dated June 8, 1990; Airbus Service Bulletin A310-22-2031, dated September 2, 1991; Airbus Service Bulletin A310-22-2035, Revision 1, dated July 13, 1994; Airbus Service Bulletin A300-22-6010, dated April 18, 1989; Airbus Service Bulletin A300-22-6011, dated June 8, 1990; or Airbus Service Bulletin A300-22-6017, dated September 2, 1991; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 4: The subject of this AD is addressed in French airworthiness directive 97-110-218(B), dated May 7, 1997.

(f) This amendment becomes effective on January 22, 1998.

Issued in Renton, Washington, on December 29, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-115 Filed 1-6-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 61**

[Docket No. 28095; SFAR No. 73-1]

RIN 2120-AG47

Robinson R-22/R-44 Special Training And Experience Requirements

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: This final rule extends the expiration date of Special Federal Aviation Regulation (SFAR) 73, and amends the special training and experience requirements for pilots operating the Robinson R-22 or R-44 helicopters in order to maintain the safe operation of Robinson helicopters. It also requires special training and experience requirements for certified flight instructors conducting student instruction or flight reviews. The purpose of this action is to maintain awareness of and training for the potential hazards of particular flight operations needed for the continued safe operation of Robinson helicopters.

EFFECTIVE DATE: December 31, 1997.

FOR FURTHER INFORMATION CONTACT: Robert J. O'Haver, Operations Branch, AFS-820, General Aviation and Commercial Division, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-7031.

SUPPLEMENTARY INFORMATION:**Availability of Final Rule**

This document may be downloaded from the FAA regulations section of the FedWorld electronic bulletin board (telephone: 703-321-3339), the Federal Register's electronic bulletin board (telephone: 202-512-1661), or the FAA's Aviation Rulemaking Advisory Committee Bulletin Board (telephone: 800-322-2722 or 202-267-5948).

Internet users may access the FAA's web page at <http://www.faa.gov> or the Federal Register's web page at http://www.access.gpo.gov/su_docs to download recently published rulemaking documents.

Any person may obtain a copy of this final rule by submitting a request to the Federal Aviation Administration, Office of Rulemaking, ARM-1, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-9677. Communications must reference the amendment number of this final rule.