PART 996—MINIMUM QUALITY AND HANDLING STANDARDS FOR DOMESTIC AND IMPORTED PEANUTS MARKETED IN THE UNITED STATES

1. The authority citation for 7 CFR Part 996 continues to read as follows:


2. Paragraph (b) of § 996.30 is revised to read as follows:

§ 996.30 Incoming quality standards.

* * * * *

(b) Moisture. Domestic and imported peanuts shall be dried to 18 percent or less prior to inspection and to 10.49 percent or less prior to storing or milling: Provided, That Virginia-type peanuts used for seed shall be dried to 18 percent or less prior to inspection and to 11.49 percent or less prior to storing or milling.

* * * * *

Dated: June 13, 2005.

Barry L. Carpenter,
Acting Administrator, Agricultural Marketing Service.
[FR Doc. 05–12156 Filed 6–20–05; 8:45 am]  
BILLING CODE 3410–02–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; The Cessna Aircraft Company Models 208 and 208B Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for all The Cessna Aircraft Company (Cessna) Models 208 and 208B airplanes. This proposed AD would require you to install a pilot assist handle, Cessna part number SK208-146-2, for all affected airplanes, install deicing boots on landing gear struts and cargo pod on certain Cessna Models 208 and 208B airplanes, and make changes to the Pilot’s Operating Handbook (POH) and FAA-approved Airplane Flight Manual (AFM), and to the POH and AFM Supplement S1 for all affected airplanes. This proposed AD results from reports of several accidents and of problematic events involving the affected airplanes during operations in icing conditions, including nine events in the 2004–2005 icing season, and ground icing conditions. We are issuing this proposed AD to prevent ice adhering to critical surfaces. Ice adhering to critical surfaces could result in a reduction in airplane performance with the consequences that the airplane cannot perform a safe takeoff, climb, or maintain altitude.

DATES: We must receive any comments on this proposed AD by August 22, 2005.

ADDRESSES: Use one of the following to submit comments on this proposed AD:

• DOT Docket Web site: Go to http://dms.dot.gov and follow the instructions for sending your comments electronically.
• Government-wide rulemaking Web site: Go to http://www.regulations.gov and follow the instructions for sending your comments electronically.
• Mail: Docket Management Facility: U.S. Department of Transportation, 400 Seventh Street, SW., NASSIF Building, Room PL–401, Washington, DC 20590–001.
• Fax: 1–202–493–2251.
• Hand Delivery: Room PL–401 on the plaza level of the NASSIF Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To get the service information identified in this proposed AD, contact The Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277–7706; telephone: (316) 517–5800; facsimile: (316) 942–9006.

To view the comments to this proposed AD, go to http://dms.dot.gov. The docket number is FAA–2005–21275; Directorate Identifier 2005–CE–28–AD.

FOR FURTHER INFORMATION CONTACT: Paul Pellicano, Aerospace Engineer (Icing), FAA, Small Airplane Directorate, c/o Atlanta Aircraft Certification Office (ACO), One Crown Center, 1985 Phoenix Boulevard, Suite 450, Atlanta, GA 30349; telephone: (770) 703–6064; facsimile: (770) 703–6097.

SUPPLEMENTARY INFORMATION: Comments Invited

How do I comment on this proposed AD? We invite you to submit any written relevant data, views, or arguments regarding this proposal. Send your comments to an address listed under ADDRESSES. Include the docket number, “FAA–2005–21275; Directorate Identifier 2005–CE–28–AD”, at the beginning of your comments. We will post all comments we receive, without change, to http://dms.dot.gov, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this proposed rulemaking. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.).

This is docket number FAA–2005–21275; Directorate Identifier 2005–CE–28–AD. You may review the DOT’s complete Privacy Act Statement in the Federal Register published on April 11, 2000 (65 FR 19477–78) or you may visit http://dms.dot.gov.

Are there any specific portions of this proposed AD I should pay attention to? We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. If you contact us through a nonwritten communication and that contact relates to a substantive part of this proposed AD, we will summarize the contact and place the summary in the docket. We will consider all comments received by the closing date and may amend this proposed AD in light of those comments and contacts.

Docket Information

Where can I go to view the docket information? You may view the AD docket that contains the proposal, any comments received, and any final disposition in person at the DMS Docket Offices between 9 a.m. and 5 p.m. (eastern standard time), Monday through Friday, except Federal holidays. The Docket Office (telephone 1–800–647–5227) is located on the plaza level of the Department of Transportation NASSIF Building at the street address stated in ADDRESSES. You may also view the AD docket on the Internet at http://dms.dot.gov. The comments will be available in the AD docket shortly after the DMS receives them.

Discussion

What events have caused this proposed AD? The FAA has received several reports of accidents and incidents concerning problems with Cessna Models 208 and 208B airplanes during operations in icing conditions. This includes a total of six accidents in the previous two icing seasons and nine incidents in the past few months. One-third of the Model 208 icing related accidents occurred as a result of loss of control after takeoff in ground icing conditions. One-third are suspected to
have occurred in supercooled large
droplets, icing conditions outside the 14
CFR part 25 Appendix C certification
envelope. The Cessna Models 208 and
208B are certificated to 14 CFR part 23,
but 14 CFR part 23 references 14 CFR
part 25 Appendix C for icing
certification.

Findings from the accidents conclude
that there was a reduction in airplane
performance due to drag from airframe
ice accretion. The airplanes could not
perform a safe takeoff, climb, or
maintain altitude.

What is the potential impact if FAA
took no action? Ice adhering to critical
surfaces could result in a reduction in airplane
performance with the
consequence that the airplane cannot
climb or maintain altitude.

Is there service information that
applies to this subject? Cessna has
issued the following service information:
—Service Bulletin No. CAB04–9, dated
October 4, 2004;
—Service Kit No. SK208–146, dated
October 4, 2004;
—Service Bulletin No. CAB95–19, dated
October 13, 1995;
—Service Bulletin No. CAB93–20,
Revision 1, dated October 13, 1995; and
—Accessory Kit No. AK208–6C, issued
December 2, 1991, Revision C, dated
August 27, 1993.

What are the provisions of this service
information? The service information
includes procedures for:
—Adding a low airspeed in icing
warning system, a windshield ice
indicator assembly, a pilot assist
handle, and an enlarged windshield
anti-ice panel; and
—Installing cargo pod and landing gear
deice system.

FAA’s Determination and Requirements
of this Proposed AD

What has FAA decided? We have
evaluated all pertinent information and
identified an unsafe condition that is
likely to exist or develop on other
products of this same type design. For
this reason, we are proposing AD action.

What would this proposed AD require?
This proposed AD would require you to:
—Install the pilot assist handle (part
number (P/N) SK208–146–2) for all
Cessna Models 208 and 208B
airplanes;
—Install Cessna Accessory Kit AK208–
6C for all Cessna Models 208 and 208B
airplanes equipped with
pneumatic deicing boots for flight into
known icing; and
—Make changes to the Pilot’s Operating
Handbook (POH) and FAA-approved
Airplane Flight Manual (AFM), and to
the POH and AFM Supplement S1.

How does the revision to 14 CFR part
39 affect this proposed AD? On July 10,
2002, we published a new version of 14
CFR part 39 (67 FR 47997, July 22,
2002), which governs FAA’s AD system.

Since this material is included in 14
CFR part 39, we will not include it in
future AD actions.

Costs of Compliance

How many airplanes would this
proposed AD impact? We estimate
that this proposed AD affects 743 airplanes
in the U.S. registry.

What would be the cost impact of this
proposed AD on owners/operators of the
affected airplanes? We estimate the
following costs to do the proposed
installation of the pilot assist handle (P/
N SK208–146–2) for all Cessna Models
208 and 208B airplanes:

<table>
<thead>
<tr>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Total cost per airplane</th>
<th>Total cost on U.S. operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 work hours × $65 = $325</td>
<td>$858</td>
<td>$1,183</td>
<td>743 × $1,183 = $878,969</td>
</tr>
</tbody>
</table>

We estimate the following costs to do
the proposed installation of the Cessna
Accessory Kit AK208–6C for certain
Cessna Modes 208 and 208B:

<table>
<thead>
<tr>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Total cost per airplane</th>
<th>Total cost on U.S. Operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>37 work hours × $65 = $2,405</td>
<td>$6,000</td>
<td>$8,405</td>
<td>372 × $8,405 = $3,126,660</td>
</tr>
</tbody>
</table>

We estimate the following costs to do
the proposed changes to the Pilot’s
Operating Handbook (POH) and FAA-
approved Airplane Flight Manual
(AFM), and to the POH and AFM
Supplement S1:

<table>
<thead>
<tr>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Total cost per airplane</th>
<th>Total cost on U.S. operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 work hour × $65 = $65</td>
<td>Not Applicable</td>
<td>$65</td>
<td>743 × $65 = $48,295</td>
</tr>
</tbody>
</table>

Authority for This Rulemaking

What authority does FAA have for
issuing this rulemaking action? Title 49
of the United States Code specifies the
FAA’s authority to issue rules on
aviation safety. Subtitle I, Section 106
describes the authority of the FAA
Administrator. Subtitle VII, Aviation
Programs, describes in more detail the
scope of the agency’s authority.

We are issuing this rulemaking under
the authority described in Subtitle VII,
Part A, Subpart III, Section 44701,
“General requirements.” Under that
section, Congress charges the FAA with
promoting safe flight of civil aircraft in
air commerce by prescribing regulations
for practices, methods, and procedures
the Administrator finds necessary for
safety in air commerce. This regulation
is within the scope of that authority
because it addresses an unsafe condition
that is likely to exist or develop on
products identified in this AD.

Regulatory Findings

Would this proposed AD impact
various entities? We have determined
that this proposed AD would not have
federalism implications under Executive
Order 13132. This proposed AD would
not have a substantial direct effect on
List of Subjects in 14 CFR Part 39
Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment
Accordongly, under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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. The FAA amends §39.13 by adding the following new airworthiness directive (AD):

When Is the Last Date I Can Submit Comments on This Proposed AD?
(a) We must receive comments on this proposed airworthiness directive (AD) by August 22, 2005.

What Other ADs Are Affected by This Action?
(b) None.

What Airplanes Are Affected by This AD?
(c) This AD affects Models 208 and 208B, all serial numbers, that are certificated in any category.

What Is the Unsafe Condition Presented in This AD?
(d) This AD is the result of reports of several accidents and of problematic events involving the affected airplanes during operations in icing conditions, including nine events in the 2004–2005 icing season, and ground icing conditions. The actions specified in this AD are intended to prevent ice adhering to critical surfaces. Ice adhering to critical surfaces could result in a reduction in airplane performance, with the consequence that the airplane cannot perform a safe takeoff, climb, or maintain altitude. The pilot assist handle will allow a pre-takeoff visual/tactile check of the wing upper surface to be safely conducted in ground icing conditions.

What Must I Do To Address This Problem?
(e) To address this problem, you must do the following:

<table>
<thead>
<tr>
<th>Actions</th>
<th>Compliance</th>
<th>Procedures</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) For Cessna Models 208 and 208B: Install the pilot assist handle (part number (P/N) SK209–146–2);</td>
<td>Within the next 125 days after the effective date of this AD, unless already done.</td>
<td>Follow Cessna Caravan Service Bulletin No. CAB04–8, dated October 4, 2004 and Cessna Caravan Service Kit No. SK208–146, dated October 4, 2004.</td>
</tr>
<tr>
<td>(2) For any Cessna Model 208B airplane with Pratt &amp; Whitney of Canada Ltd., P76A–114 Turbo Prop engine installed (600 SHP) or equivalent, and equipped with pneumatic deicing boots for flight into known icing: Install Cessna Accessory Kit AK208–6C;</td>
<td>Within the next 125 days after the effective date of this AD, unless already done.</td>
<td>Follow Cessna Caravan Service Bulletin No. CAB95–19, dated October 13, 1995, and Cessna Caravan Accessory Kit No. AK208–6C; issued December 2, 1991, Revision C, dated August 27, 1993.</td>
</tr>
<tr>
<td>(3) For any Cessna Models 208 and 208B airplanes equipped with pneumatic deicing boots for flight into known icing and not included in Paragraph (e)(2): Install Cessna Accessory Kit AK208–6C;</td>
<td>Within the next 125 days after the effective date of this AD, unless already done.</td>
<td>Follow Cessna Caravan Service Bulletin No. CABB3–20, Revision 1, dated October 13, 1995, and Cessna Caravan Accessory Kit no. AK208–6C; issued December 2, 1991, Revision C, dated August 27, 1993. You may make the changes by pen or other permanent means and insert a copy of this AD into the appropriate sections of the POH.</td>
</tr>
<tr>
<td>(4) For all Cessna Models 208 and 208B equipped with pneumatic deicing boots: Make the changes (identified in the Appendix to this AD) to the Cessna Models 208 or 208B Pilot’s Operating Handbook (POH) and FAA approved Airplane Flight Manual (AFM) or FAA-approved later versions of the POH and AFM that incorporate the same information addressed in this AD.</td>
<td>Before further flight after the installation required by paragraph (e)(2) or (e)(3) of this AD.</td>
<td></td>
</tr>
</tbody>
</table>
Airplane Flight Manual

208 or 208B Pilot

Revision 5, D1307

Operating Handbook, Supplement S1, Approved Airplane Flight Manual (AFM)

Appendix to Docket No. FAA–2005–21275, Changes to the Cessna Models 208 or 208B Pilot’s Operating Handbook (POH) and FAA Approved Airplane Flight Manual

Affected Cessna Models 208 or 208B Pilot’s Operating Handbook (POH) and FAA Approved Airplane Flight Manual (AFM) Supplement S1:
5. Remove the following paragraph under “REQUIRED EQUIPMENT” in the Limitations section of the Affected Cessna Models 208 or 208B Pilot’s Operating Handbook (POH), Supplement S1:

“The following additional equipment is not required for flight into icing conditions as defined by FAR 25, but may be installed on early serial airplanes by using optional accessory Kit AK208–6. On later serial airplanes, this equipment may be included with the flight into known icing package. If installed, this equipment must be fully operational.”

AFFECTED CESSNA MODELS 208 OR 208B PILOT’S OPERATING HANDBOOK (POH) AND FAA APPROVED AIRPLANE FLIGHT MANUALS OR FAA-APPROVED LATER VERSIONS THAT INCORPORATE THE SAME INFORMATION ADDRESSED IN THIS AD:

“Lower main landing gear leading edge deice boots”

“Cargo pod nosetip deice boot”

[FR Doc. 05–12149 Filed 6–20–05; 8:45 am] BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Burkhart Grob Model G 103 C Twin III SL Sailplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 97–24–09, which applies to Burkhart Grob Model G 103 C Twin III SL sailplanes. AD 97–24–09 currently requires repetitively inspecting the propeller bearing and upper pulley wheel for increased play and, if increased play is found, modifying the propeller bearing and pulley wheel. This proposed AD results from mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. We are issuing this proposed AD to prevent loss of the sailplane propeller caused by increased play in the current design propeller bearing and upper pulley wheel. This could result in loss of control of the sailplane.

DATES: We must receive any comments on this proposed AD by July 25, 2005.

ADDRESSES: Use one of the following to submit comments on this proposed AD:

• DOT Docket Web site: Go to http://dms.dot.gov and follow the instructions for sending your comments electronically.

• Government-wide rulemaking Web site: Go to http://www.regulations.gov and follow the instructions for sending your comments electronically.

• Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., NASSIF Building, Room PL–401, Washington, DC 20590–001.

• Fax: 1–202–493–2251.

• Hand Delivery: Room PL–401 on the plaza level of the NASSIF Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

To get the service information identified in this proposed AD, contact GROB LUFT-und, Raumfahrt, Lettenbachstrasse 9, D–86874ussenhausen-Mattsies, Federal Republic of Germany; telephone: +49 8268 998139; facsimile: +49 8268 998200.

To view the comments to this proposed AD, go to http://dms.dot.gov. The docket number is FAA–2005–20768; Directorate Identifier 2005–CE–16–AD.


SUPPLEMENTARY INFORMATION:

Comments Invited

How do I comment on this proposed AD? We invite you to submit any written relevant data, views, or arguments regarding this proposal. Send your comments to an address listed under ADDRESSES. Include the docket number, “FAA–2005–20768; Directorate Identifier 2005–CE–16–AD” at the beginning of your comments. We will post all comments we receive, without change, to http://dms.dot.gov, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this proposed rulemaking. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). This is docket number FAA–2005–20768; Directorate Identifier 2005–CE–16–AD.

You may review the DOT’s complete Privacy Act Statement in the Federal Register published on April 11, 2000 (65 FR 19477–78) or you may visit http://dms.dot.gov.

Are there any specific portions of this proposed AD I should pay attention to? We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. If you contact us through a nonwritten communication and that contact relates to a substantive part of this proposed AD, we will summarize the contact and place the summary in the docket. We will consider all comments received by the closing date and may amend this