at that time. In addition, the Council agrees to forgo any late fee charges and interest for the duration of the postponement of the payment of assessments.

After consideration of all relevant material presented, it is found that this regulation, as set forth herein, tends to effectuate the declared policy of the Act.

Pursuant to 5 U.S.C. 553, it is also found and determined that good cause exists for not postponing the effective date of this action until 30 days after publication in the Federal Register because: (1) This rule establishes rules and regulations in accordance with the provisions of the Act; (2) the Council has received requests for the postponement of the payment of assessments and needs rules to administer the postponement process; and (3) no useful purpose will be served in delaying the effective date until 30 days after publication of this final rule.

List of Subjects in 7 CFR Part 1208

Administrative practice and procedure, Advertising, Consumer information, Marketing agreements, Cut flowers, Cut greens, Promotion, Reporting and recordkeeping requirements.

For the reasons set forth in the preamble, 7 CFR Part 1208 is amended as follows:

PART 1208—FRESH CUT FLOWERS AND FRESH CUT GREENS PROMOTION AND INFORMATION ORDER

1. The authority citation for 7 CFR Part 1208 continues to read as follows:

Authority: 7 U.S.C. 6801 *et seq.*

2. In Part 1208 a new Subpart B is added to read as follows:

Subpart B—Rules and Regulations

Definitions

Sec.
1208.100 Terms defined.

Assessments

1208.150 Procedures for postponement of assessments.

Subpart B—Rules and Regulations

Definitions

§ 1208.100 Terms defined.

Unless otherwise defined in this subpart, definitions or terms used in this subpart shall have the same meaning as the definitions of such terms which appear in Subpart A—Fresh Cut Flowers and Fresh Cut Greens Promotion and Information Order of this part.

Assessments

§ 1208.150 Procedures for postponement of collections.

(a) For a request for postponement of the payment of assessments to be granted, the qualified handler requesting such postponement must: Submit a written opinion from a Certified Public Accountant stating that the handler making the request is insolvent or will be unable to continue to operate if the handler is required to pay the assessments when due; and submit copies of the handler's last three (3) years' federal tax returns. The request must be in writing no later than 30 days after the assessment for the first month of the requested postponement period is due. Applications postmarked after the 30-day due date will not be considered by the Council. The qualified handler must file handler reports with the Council for each month during the postponement period. The postponement period may not exceed six (6) months unless an extension is requested and granted by the Council. Only one extension of up to six (6) months may be granted. Within the postponement period, the qualified handler will be exempt from paying assessments beginning with the first month for which the request for postponement is filed with the Council and for no more than six (6) months unless an extension is granted. The same procedures used for the initial request will be used to grant any extension. The written request must specify:

(1) a reason for the request;

(2) detailed information concerning the qualified handler's name, address, and telephone and fax numbers;

(3) the month(s) for which the request is made;

(4) assessments due per month or gross sales per month;

(5) total assessments due;

(6) the percent or amount of the outstanding assessment to be paid each month after the postponement of payment is granted; and

(7) the starting and ending date for the payment of assessments due.

(b) At the end of the postponement period, the qualified handler must pay the percent or amount outstanding of assessments agreed upon each month as well as any other assessments which are due. An extension of time for payment of postponed assessments, if granted, will be for the same months previously requested and granted. The extension must not exceed six (6) months. If a qualified handler requests that another period be postponed, that handler must file another application for the postponement of the assessment for the second period using the same procedure which was followed in requesting the first postponement. A qualified handler may request the postponement of the payment of assessments for a maximum of two periods of up to six (6) months each. The payment applicable to the second postponement period, if granted, may not be extended, and the payment period must not exceed the length of the postponement period. Payment of the total assessments due, when an extension and a second period are granted, must begin within one (1) year after the first postponed month's assessments were originally due. No additional postponements would be considered by the Council until the assessments owed for the first two periods have been paid. The Council may conduct an audit of the qualified handler's records at any time to determine whether the qualified handler will be unable to continue to operate if the handler is required to pay the assessments due. In the event that postponed assessments are not paid when due, the Council can demand that all such assessments due be paid in their entirety.

(c) Charges for late payment of assessments as described in § 1208.52 will not be imposed on assessments for which postponement of payment has been granted.

Dated: June 7, 1996.

Robert C. Keeney,

Director, Fruit and Vegetable Division.

[FR Doc. 96–15092 Filed 6–14–96; 8:45 am]

BILLING CODE 3410–02–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 93–CE–54–AD; Amendment 39–9665; AD 96–12– 22]

RIN 2120–AA64

Airworthiness Directives; Cessna Aircraft Company Engine Oil Filter Adapter Assemblies Installed on Aircraft

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to Cessna Aircraft Company (Cessna) engine oil filter adapter assemblies installed on aircraft. This action requires inspecting the oil filter and adapter assembly (or torque putty,

if installed) for oil leakage and proper installation of the adapter retaining nut and fretting of associated threads (security), and replacing any oil filter adapter assembly with security problems; applying torque putty between the engine filter adapter assembly, nut, and oil pump housing (unless already equipped with torque putty); and repetitively inspecting the torque putty for misalignment, evidence of oil leakage, or torque putty cracks, and reinspecting the oil filter and adapter assembly threads if misalignment, evidence of oil leakage, or torque putty cracks are found. Reports of loose or separated engine oil filter adapters on several airplanes prompted this action. The actions specified by this AD are intended to prevent loss of engine oil caused by loose or separated oil filter adapters, which, if not detected and corrected, could result in engine stoppage while in flight and loss of control of the airplane.

EFFECTIVE DATE: July 31, 1996.

ADDRESSES: Information that applies to this AD may be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 93–CE–54–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Mr. Paul O. Pendleton, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone (316) 946–4143; facsimile (316) 946–4407.

SUPPLEMENTARY INFORMATION:

Events Leading to the AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to airplanes of any type design that utilize any Cessna engine oil filter adapter was published in the Federal Register on January 22, 1996 (61 FR 1534). The action proposed to require (1) inspecting the oil filter and adapter assembly (or torque putty, if installed) for oil leakage and proper installation of the adapter retaining nut and fretting of associated threads (security), and replacing any oil filter adapter assembly with security problems; (2) applying torque putty between the engine filter adapter assembly, nut, and oil pump housing (unless already equipped with torque putty); and (3) repetitively inspecting the torque putty for misalignment, evidence of oil leakage, or torque putty cracks, and reinspecting the oil filter and adapter assembly threads if misalignment, evidence of oil leakage, or torque putty cracks are found. This proposal revised a previous proposal that was published in the Federal Register on September 19, 1994 (59 FR 47821).

Reports of loose or separated engine oil filter adapters on several airplanes prompted the proposal.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Cost Impact

The FAA estimates that 70,000 airplanes in the U.S. registry incorporate one of the affected engine oil filter adapter assemblies and will, therefore, be affected by this AD; that it will take approximately 1 workhour per airplane to accomplish the initial inspection and torque putty application; and that the average labor rate is approximately $60 an hour. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be $4,200,000. This figure is based on the assumption that no operator has accomplished the initial inspection, and does not take into account the cost for the repetitive inspections. Since the pilot is allowed to repetitively inspect the torque putty, the only cost of the repetitive inspections is the time incurred by the pilot and the cost of an inspection required if misalignment, evidence of oil leakage, or torque putty cracks are found. The FAA has no way of determining how many repetitive inspections each individual operator will incur over the life of the airplane.

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.

For the reasons discussed above, I certify that this action (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 final 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.

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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

96–12–22 Cessna Aircraft Company: Amendment 39–9665; Docket No. 93–CE–54–AD.

Applicability: Cessna Engine Oil Filter Adapters Assemblies, part numbers 0450404–(all dash numbers), 0556004–(all dash numbers), 0556010–(all dash numbers), 0756023–(all dash numbers), 0756024–(all dash numbers), 1250403–(all dash numbers), 1250417–(all dash numbers), 1250418–(all dash numbers), 1250921–(all dash numbers), and 1250922–(all dash numbers), installed on, but not limited to, the following:

(1) Cessna Models 100, 200, 300, and 400 Series airplanes (all serial numbers), certificated in any category, that are equipped with at least one Teledyne Continental Motors (TCM) engine.

(2) Airplanes that have an affected full flow engine oil adapter installed by field approval, including, but not limited to, the following model or series airplanes, certificated in any category:

Manufacturer	Series/models
Rockwell/Aero Commander/Meyers.	200 Series.
Twin Commander	Models 500A and 685.
Beech	33, 35, 36, and 55 Series.
Piper	PA46 Series.

Manufacturer	Series/models
Navion	Rangemaster 17 Series.
Wren	Model 460.
Bellanca	260 and 300 Series.

(3) Airplanes equipped with any of the following Teledyne Continental Motors model or model series engines:
O–200
TSIO–470
TSIO–520
TSIO–550
O–470
O–520
GTSIO–520
IO–470
IO–520
IO–550

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been 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 (f) 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.

Note 2: This AD does not apply to engine oil filter adapter assemblies manufactured by Teledyne Continental Motors (See Figure 1 of this AD). Compliance: Required initially as specified in both of the following, and thereafter as indicated in the body of this AD:

1. Within the next 100 hours time-in-service (TIS) after the effective date of this AD or when the engine oil filter is removed, whichever occurs first; and

2. Every time the engine oil filter is removed.

To prevent loss of engine oil caused by loose or separated oil filter adapters, which could result in engine stoppage while in flight and loss of control of the airplane, accomplish the following:

(a) For airplanes with engine oil filter adapter assemblies that do not have torque putty between the engine filter adapter assembly, nut, and oil pump housing, accomplish the following:

(1) Inspect the adapter locking nut installation for evidence of oil leakage.

(2) Check the torque of the adapter nut installation and ensure that the torque value is within the limits of 50 through 60 foot pounds.

(3) If evidence of oil leakage is found or the torque is not within the 50 through 60-foot pound limit, prior to further flight, remove the adapter and filter assembly, and:

(i) Inspect the threads of the adapter assembly and engine for signs of damaged or cracked threads; and

(ii) Replace any adapter assembly and engine oil pump housing (if necessary) that have evidence of thread damage or cracks.

(4) Apply torque putty between the engine filter adapter assembly, nut, and oil pump housing as specified in Figure 1 of this AD.

(5) Reassemble the engine oil filter assembly.

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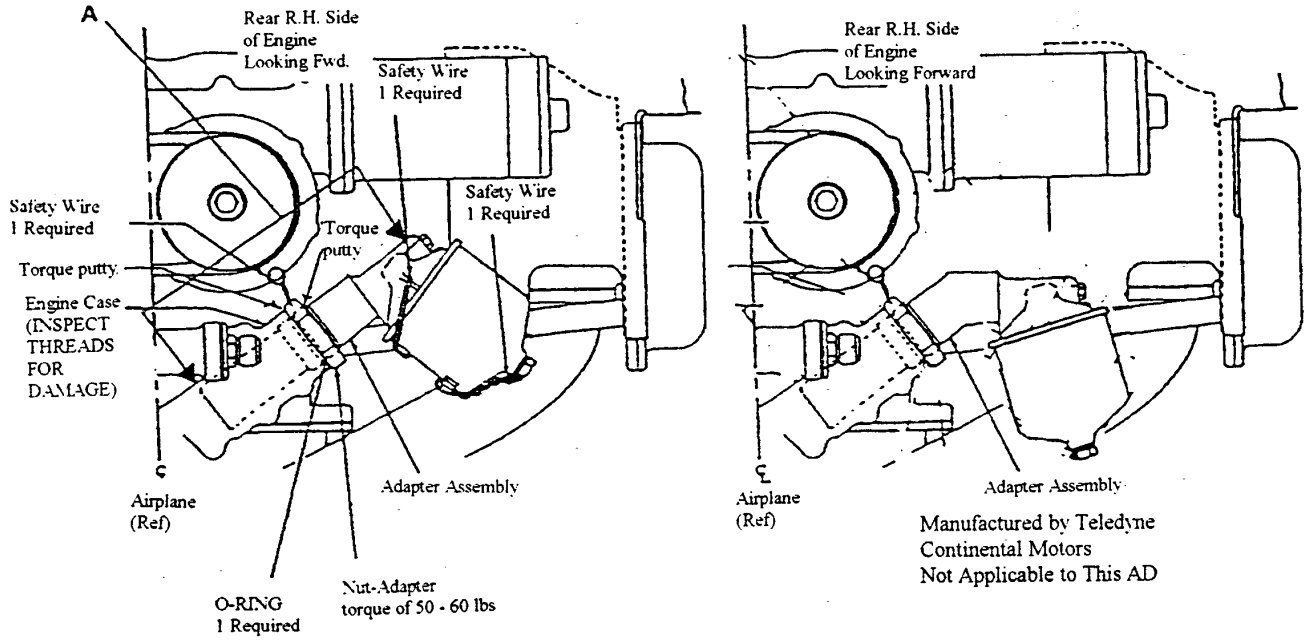
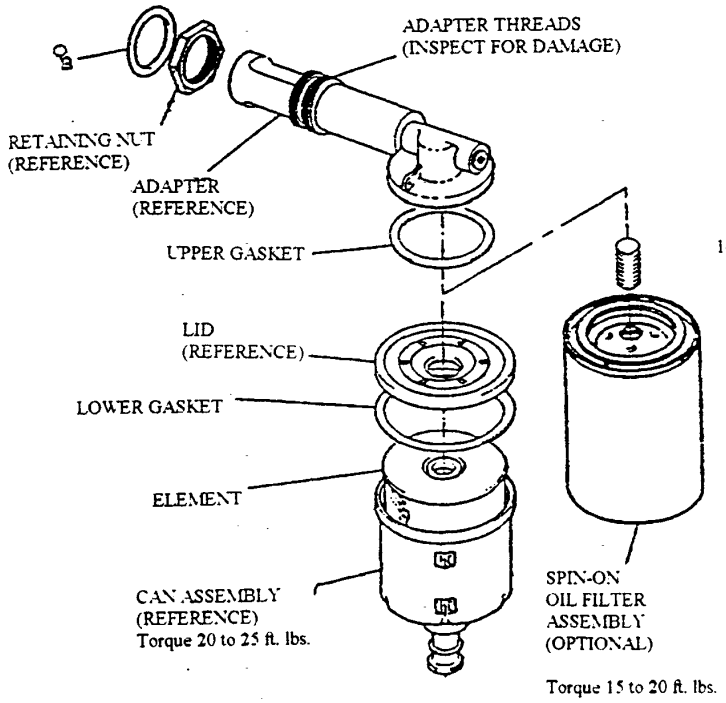
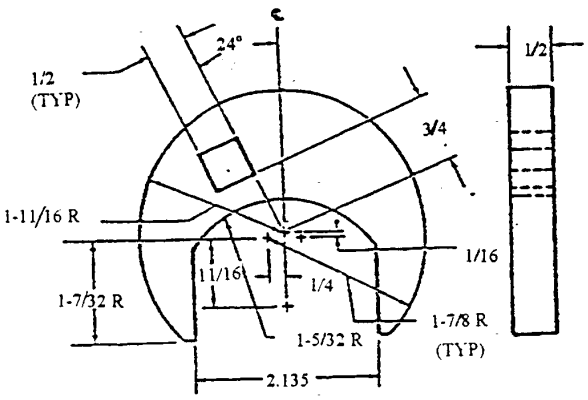




DETAIL A



ALL DIMENSIONS ARE INCHES

MATERIAL: 4130 (Rc. 35-38)

TOOL NUMBER SE709 IS AVALIABLE FROM THE CESSNA SERVICE PARTS CENTER

Snap-On crows foot P/N AN8508-34A.

have ground down the ends for clearance.

Figure 1. Oil Filter Adapter Installation

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(b) For airplanes with torque putty between the engine filter adapter assembly, nut, and oil pump housing, inspect the torque putty for misalignment, evidence of oil leakage, or cracks.

(1) If any misalignment, evidence of oil leakage, or torque putty cracks are found, prior to further flight, accomplish the requirements specified in paragraph (a) of this AD, including all subparagraphs.

(2) If no misalignment, evidence of oil leakage, or torque putty cracks are found, reinspect at intervals not to exceed 100 hours TIS until the engine oil filter is removed.

(c) Replacing the engine oil filter adapter assembly does not eliminate the repetitive inspection requirement of this AD.

(d) The repetitive inspections of the torque putty as required by this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.11 of the Federal Aviation Regulations (14 CFR 43.11).

(e) 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.

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(g) Information related to this AD may be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(h) This amendment (39–9665) becomes effective on July 31, 1996.

Issued in Kansas City, Missouri, on June 3, 1996.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–14631 Filed 6–14–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 96–CE–05–AD; Amendment 39–9591; AD 96–09–15]

RIN 2120–AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This action makes a correction to Airworthiness Directive (AD) 96–09–15 concerning all Cessna Aircraft Company (Cessna) Models 208 and 208B airplanes, which was published in the Federal Register on May 7, 1996 (61 FR 20641). That publication incorrectly references a cue for the pilot or crew member in severe icing conditions. The AD currently requires the pilot to follow certain visual cues during flight in icing conditions and the third of these cues requires the pilot to look at the engine propeller spinner. This cue is inappropriate for this type of airplane. The intent of the AD in paragraph (a)(1), first bullet, third cue, should not be a requirement for the Cessna Models 208 and 208B. This action corrects the AD to reflect this change.

EFFECTIVE DATE: June 11, 1996.

FOR FURTHER INFORMATION CONTACT: Mr. John Dow, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426–6934; facsimile (816) 426–2169.

SUPPLEMENTARY INFORMATION: On May 7, 1996, the Federal Aviation Administration (FAA) issued AD 96–09–15, Amendment 39–9591 (61 FR 20641, May 7, 1996), which applies to all Cessna Models 208 and 208B airplanes. This AD requires a revision in the Airplane Flight Manual (AFM) by incorporating a warning into the Limitations Section of the AFM. Within this warning (in the first bulleted paragraph) are cues for the pilot to follow during flight in severe icing conditions. The third cue references accumulation of ice on the engine propeller spinner.

Need for the Correction

The AD incorrectly references the ''* * * engines propeller spinner * * *'' which is not appropriate for the type design of these Cessna Models 208 and 208B airplanes. These airplanes are single engine designs which would not allow the pilot to see the engine propeller spinner from the cockpit.

Correction of Publication

Accordingly, the publication of May 7, 1996 (61 FR 20641), of Amendment 39–9591; AD 96–09–15, which was the subject of FR Doc. 96–10729, is corrected as follows:

§ 39.13 [Corrected]

On page 20642, in the third column, section 39.13, paragraph (a)(1), line 17 from the top of the column, disregard and delete ''-Accumulation of ice on the engine propeller spinner * * *''.

Action is taken herein to clarify this requirement of AD 96–09–15 and to add this AD correction to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains June 11, 1996.

Issued in Kansas City, Missouri on June 10, 1996.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–15139 Filed 6–14–96; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 39

[Docket No. 93–CE–34–AD; Amendment 39–9670; AD 96–13–02]

RIN 2120–AA64

Airworthiness Directives; Jetstream Aircraft Limited (Formerly British Aerospace, Regional Airlines Limited) Jetstream Model 3201 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Jetstream Aircraft Limited (JAL) Jetstream Model 3201 airplanes. This action requires repetitively inspecting the spigot housing plate for cracks and corrosion at the wing/fuselage forward attachment sliding joint, replacing any cracked or corroded part, and eventually replacing the spigots and spigot housing plate with new parts of improved design. A crack in the spigot housing plate assembly found during fatigue testing of the affected airplanes prompted this action. The actions specified by this AD are intended to prevent structural failure of the wing/fuselage area caused by a cracked or corroded spigot housing assembly.

DATES: Effective August 7, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 7, 1996.