

Department receives an assignment of proceeds.

\* \* \* \* \*

15. In § 1467.14, remove the word "associated" from paragraphs (a) and (c).

16. Section 1467.17 is amended by revising paragraph (a) to read as follows:

**§ 1467.17 Appeals.**

(a) A person participating in the WRP may obtain a review of any administrative determination concerning eligibility for participation utilizing the administrative appeal regulations provided in 7 CFR part 614.

\* \* \* \* \*

17. In addition to the amendments set forth above, in 7 CFR part 1467 remove the words "Consolidated Farm Service Agency" wherever they appear and add, in their place, the words "Farm Service Agency".

18. In addition to the amendments set forth above, in 7 CFR part 1467 remove the word "NRCS" whenever it appears and add, in its place, the word "Department".

Signed at Washington, D.C. on August 8, 1996.

Paul Johnson,

*Chief, Natural Resources Conservation Service, Vice President, Commodity Credit Corporation.*

[FR Doc. 96-20623 Filed 8-13-96; 8:45 am]

BILLING CODE 3410-16-M

**Food Safety and Inspection Service**

**9 CFR Part 317**

[Docket No. 96-005DF]

RIN 0583-AC08

**Net Weight Statement for Shingle Packed Bacon**

**AGENCY:** Food Safety and Inspection Service, USDA.

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** The Food Safety and Inspection Service (FSIS) is amending the Federal meat inspection regulations by removing an obsolete labeling requirement for certain sizes of shingle packed bacon. This rule applies the same requirements for net weight statements to all sizes of shingle packed bacon.

**DATES:** This rule will be effective on October 15, 1996 unless FSIS receives written adverse comments or written notice of intent to submit adverse comments on or before September 13, 1996. If FSIS receives adverse comments or notice of intent to submit adverse

comments within the scope of this rule, FSIS will withdraw this rule and publish a proposed rule for public comment.

**ADDRESSES:** Send an original and two copies of written comments to: FSIS Docket Clerk, Docket #96-005DF, Room 4352, South Agriculture Building, Food Safety and Inspection Service, U.S. Department of Agriculture, Washington, DC 20250.

**FOR FURTHER INFORMATION CONTACT:** Ms. Cheryl Wade, Director, Food Labeling Division, Regulatory Programs, Food Safety and Inspection Service, U.S. Department of Agriculture, Washington, DC 20250, Area Code (202) 254-2590.

**SUPPLEMENTARY INFORMATION:**

**Background**

FSIS has been petitioned to amend the Federal meat inspection regulations by removing an obsolete labeling requirement for certain sizes of shingle packed bacon. (Shingle packed bacon is sliced bacon packed in overlapping rows usually contained in a rectangular package.)

Section 317.2(h)(13) of the Federal meat inspection regulations requires that the labeling of packages of bacon *not* in 8-ounce, 1-pound, or 2-pound containers display the net quantity of the contents (net weight statement) with the same prominence as the largest feature of the label. In addition, the statement must be printed in a color of ink that contrasts sharply with the label's background.

Section 317.2(h)(9)(v) provides that shingle packed bacon packed in 8-ounce, 1-pound, or 2-pound containers is exempt from the labeling requirements regarding: (1) the placement of the net weight statement within the bottom 30 percent of the principal display panel, and (2) the expression of the net weight statement in terms of both pounds and ounces, if the net weight statement appears in a conspicuous manner on the principal display panel.

Historically, shingle packed bacon was sold in 8-ounce, 1-pound, or 2-pound packages. Over time, bacon manufacturers began packing bacon of different weights in the same size containers used for the traditional 8-ounce, 1-pound, and 2-pound packages of bacon. For example, a 12-ounce package of bacon was packed in the same size container as a 1-pound package of bacon. To ensure that consumers were aware that there was less product in the same-size container, FSIS promulgated regulations to highlight to consumers the net weight statement on these packages. However,

with heightened consumer awareness, the use of nutritional labeling, and the use of unit pricing at the retail level, FSIS agrees with the petitioner that this labeling requirement is no longer needed.

Therefore, FSIS is amending the Federal meat inspection regulations by removing the labeling requirement for shingle packed bacon packed in other than 8-ounce, 1-pound, or 2-pound containers in § 317.2(h)(13). FSIS is also removing the language that refers to 8-ounce, 1-pound, and 2-pound packages of shingle packed bacon from § 317.2(h)(9)(v). This action provides the same requirements for net weight statements for all sizes of shingle packed bacon.

**Effective Date**

This rule is being published without a prior proposal because this action is viewed as noncontroversial, and FSIS does not anticipate any adverse public comments will be received. This rule will be effective 60 days after the date of publication in the Federal Register unless FSIS receives written adverse comments or written notice of intent to submit adverse comments within 30 days of the date of publication of this rule in the Federal Register.

If no adverse comments are received, FSIS will publish a notice in the Federal Register confirming that the rule is effective on the date indicated.

**Executive Order 12866 and Effect on Small Entities**

This rule is considered not significant and therefore has not been reviewed by the Office of Management and Budget.

The Administrator, FSIS, has determined that this rule will not have a significant impact on a substantial number of small entities. The rule merely removes an obsolete labeling requirement for shingle packed bacon packed in other than 8-ounce, 1-pound, or 2-pound containers.

**Executive Order 12778**

This rule has been reviewed under Executive Order 12778, Civil Justice Reform. This rule (1) preempts all State and local laws and regulations that are inconsistent with this rule; (2) has no retroactive effect; and (3) does not require administrative proceedings before parties may file suit in court challenging this rule.

**List of Subjects in 9 CFR Part 317**

Meat inspection, Food labeling.

For the reasons discussed in the preamble, 9 CFR part 317 is amended as follows:

**PART 317—LABELING, MARKING DEVICES, AND CONTAINERS**

1. The authority citation for part 317 continues to read as follows:

Authority: 21 U.S.C. 601–695; 7 CFR 2.18, 2.53.

2. Section 317.2 is amended by removing paragraph (h)(13) and revising paragraph (h)(9)(v) to read as follows:

**§ 317.2 Labels: definition; required features.**

\* \* \* \* \*

(h) \* \* \*

(9) \* \* \*

(v) Sliced shingle packed bacon in rectangular packages is exempt from the requirements of paragraphs (h)(3) and (h)(5) of this section regarding the placement of the statement of the net quantity of contents within the bottom 30 percent of the principal display panel, and that the statement be expressed both in ounces and in pounds, if the statement appears in a conspicuous manner on the principal display panel.

\* \* \* \* \*

Done at Washington, DC, on: August 6, 1996.

Michael R. Taylor,

*Acting Under Secretary for Food Safety.*

[FR Doc. 96–20540 Filed 8–13–96; 8:45 am]

BILLING CODE 3410–DM–M

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 25**

[Docket No. NM–130; Special Conditions No. 25–ANM–120]

**Special Conditions: Cessna Model 550 (Serial Number 550–0801 and on); High-Intensity Radiated Fields**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final special conditions; request for comments.

**SUMMARY:** These special conditions are issued for the Cessna Model 550 airplane, serial number 550–0801 and on. These airplanes utilize new avionics/electronic systems, such as an Electronic Flight Instrument Systems (EFIS), which perform critical functions. The applicable regulations do not contain adequate or appropriate safety standards for the protection of this system from the effects of high-intensity radiated fields (HIRF). These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level

of safety equivalent to that established by the existing airworthiness standards.

**DATES:** The effective date of these special conditions is August 6, 1996. Comments must be received on or before September 13, 1996.

**ADDRESSES:** Comments on these special conditions may be mailed in duplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, Attn: Rules Docket (ANM–7), Docket No. NM–130, 1601 Lind Avenue SW., Renton, Washington, 98055–4056; or delivered in duplicate to the Office of the Assistant Chief Counsel at the above address. Comments must be marked: Docket No. NM–130. Comments may be inspected in the Rules Docket weekdays, except Federal holidays, between 7:30 a.m. and 4:00 p.m.

**FOR FURTHER INFORMATION CONTACT:** Mark Quam, FAA, Standardization Branch, ANM–113, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, Washington, 98055–4056; telephone (206) 227–2145; facsimile (206) 227–1149.

**SUPPLEMENTARY INFORMATION:****Comments Invited**

The FAA has determined that good cause exists for making these special conditions effective upon issuance; however, interested persons are invited to submit such written data, views, or arguments as they may desire. Communications should identify the regulatory docket and special condition number and be submitted in duplicate to the address specified above. All communications received on or before the closing date for comments will be considered by the Administrator. These special conditions may be changed in light of the comments received. All comments submitted will be available in the Rules Docket for examination by interested persons, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerning this rulemaking will be filed in the docket. Persons wishing the FAA to acknowledge receipt of their comments submitted in response to this request must submit with those comments a self-addressed, stamped postcard on which the following statement is made: “Comments to Docket No. NM–130.” The postcard will be date stamped and returned to the commenter.

**Background**

On June 30, 1994, Cessna Aircraft Company, One Cessna Boulevard, Wichita, Kansas, applied for a type design change to the Model 550. The

Model 550 airplanes are pressurized, executive transport type airplanes, powered by two fuselage-mounted turboprop engines and approved under Type Certificate No A22CE. As changed, these airplanes will differ from previously approved Model 550 airplanes, in part, by the installation of Pratt & Whitney Canada PW530A engines with thrust reversers; trailing link landing gear; an Electronic Flight Instrument System (EFIS); digital anti-skid system; structural, electrical, and hydraulic modifications to support the engine and landing gear change; and a weight increase. The applicant intends to introduce the changes in production beginning with serial number 550–0801.

**Amended Type Certification Basis**

Under the provisions of § 21.101 of 14 CFR part 21, Cessna Aircraft Company must show that the Model 550, as changed, continues to meet the applicable provisions of the regulations incorporated by reference in Type Certificate A22CE, or the applicable regulations in effect on the date of application for the change. The regulations incorporated by reference in the type certificate are commonly referred to as the “original type certification basis.” The regulations, including those referenced in A22CE, that apply to the Model 550, serial number 550–0801 and on, are as follows:

(1) Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 25–1 through 25–17; with the following exceptions: Section 25.305, as amended by Amendments 25–1 through 25–54. Section 25.1401, as amended by Amendments 25–1 through 25–27. Section 25.1387, as amended by Amendments 25–1 through 25–30. Sections 25.1303(a)(2) and 25.1385(c), as amended by Amendments 25–1 through 25–38.

Sections 25.125, 25.251, 25.337, 25.493, 25.731, 25.733, 25.735, 25.867, 25.869, 25.901, 25.903, 25.933, 25.934, 25.939, 25.943, 25.951, 25.952, 25.1001, 25.1041, 25.1043, 25.1045, 25.1091, 25.1093, 25.1103, 25.1121, 25.1123, 25.1143, 25.1163, 25.1165, 25.1181, 25.1183, 25.1185, 25.1189, 25.1195, 25.1197, 25.1203, 25.1205 (revoked), 25.1207, 25.1305, 25.1316, 25.1322, 25.1326, 25.1337, 25.1351, 25.1438, 25.1521, 25.1549, and 25.1551, as amended by Amendments 25–1 through 25–82.

(2) Part 36 of the Federal Aviation Regulations effective December 1, 1969, plus any amendments in effect at the time of certification.