suggest adequate supplies. Accordingly, for these tobaccos, the MY 1996 support level consists of the MY 1995 level of support increased by the difference between the MY 1996 ''basic support level'' and the MY 1995 ''basic support level.'' Also, chewing tobacco, smoking tobacco, and snuff manufacturing formulas limit the substitutability of one of these kinds of tobacco for another. Cigarettes, the principal outlet for flue-cured and burley tobaccos, do not require any of these six kinds of tobacco in their blends.

Accordingly, the following price support determinations were announced on March 5, 1996:

Kind and type	Support level (cents per pound)
Virginia fire-cured (type 21)	145.5
Kentucky-Tennessee fire-cured (types 22–23)	155.7
Dark air-cured (types 35–36)	133.9
Virginia sun-cured (type 37)	128.8
Cigar-filler and binder (types 42–44 and 53–55)	112.0
Cigar-filler (type 46)	88.1

However, as indicated, price support will not be made available for type 46 until such time as quotas may be established for this type.

List of Subjects

7 CFR Part 723

Acreage allotments, Marketing quotas, Penalties, Reporting and recordkeeping requirements, Tobacco.

7 CFR Part 1464

Price supports, Tobacco.

Accordingly, 7 CFR parts 723 and 1464 are amended to read as follows:

PART 723—TOBACCO

1. The authority citation for 7 CFR part 723 continues to read as follows:

Authority: 7 U.S.C. 1301, 1311–1314, 1314–1, 1314b, 1314b–1, 1314b–2, 1314c, 1314d, 1314e, 1314f, 1314i, 1315, 1316, 1362, 1363, 1372–75, 1377–1379, 1421, 1445–1, and 1445–2.

2. Section 723.113 is amended by adding paragraph (d) to read as follows:

§ 723.113 Fire-cured (type 21) tobacco.

* * * * *

(d) The 1996-crop national marketing quota is 1.97 million pounds.

3. Section 723.114 is amended by adding paragraph (d) to read as follows:

§ 723.114 Fire-cured (types 22–23) tobacco.

* * * * *

(d) The 1996-crop national marketing quota is 40.6 million pounds.

4. Section 723.115 is amended by adding paragraph (d) to read as follows:

§ 723.115 Dark air-cured (types 35–36) tobacco.

* * * * *

(d) The 1996-crop national marketing quota is 9.2 million pounds.

5. Section 723.116 is amended by adding paragraph (d) to read as follows:

§ 723.116 Sun-cured (type 37) tobacco.

* * * * *

(d) The 1996-crop national marketing quota is 148,000 pounds.

6. Section 723.117 is amended by adding paragraph (d) to read as follows:

§ 723.117 Cigar-filler and cigar binder (types 42–44: 53–55) tobacco.

* * * * *

(d) The 1996-crop national marketing quota is 8.9 million pounds.

7. Section 723.118 is amended by adding paragraph (d) to read as follows:

§ 723.118 Cigar filler (type 46) tobacco.

* * * * *

(d) There shall be no national or individual marketing quotas for the 1996 and subsequent marketing years for this type (46).

PART 1464—TOBACCO

8. The authority citation for 7 CFR part 1464 continues to read as follows:

Authority: 7 U.S.C. 1421, 1423, 1441, 1445, and 1445–1; 15 U.S.C. 714b and 714c.

9. Section 1464.13 is amended by adding paragraph (d) to read as follows:

§ 1464.13 Fire-cured (type 21) tobacco.

* * * * *

(d) The 1996-crop national price support level is 145.5 cents per pound.

10. Section 1464.14 is amended by adding paragraph (d) to read as follows:

§ 1464.14 Fire-cured (types 22–23) tobacco.

* * * * *

(d) The 1996-crop national price support level is 155.7 cents per pound.

11. Section 1464.15 is amended by adding paragraph (d) to read as follows:

§ 1464.15 Dark air-cured (types 35–36) tobacco.

* * * * *

(d) The 1996-crop national price support level is 133.9 cents per pound.

12. Section 1464.16 is amended by adding paragraph (d) to read as follows:

§ 1464.16 Virginia sun-cured (type 37) tobacco.

* * * * *

(d) The 1996-crop national price support is 128.8 cents per pound.

13. Section 1464.17 is amended by adding paragraph (d) to read as follows:

§ 1464.17 Cigar-filler and binder (types 42–44 and 53–55) tobacco.

* * * * *

(d) The 1996-crop national price support level is 112.0 cents per pound.

14. Section 1464.18 is amended by adding paragraph (d) to read as follows:

§ 1464.18 Cigar-filler (type 46) tobacco.

* * * * *

(d) Price support shall not be made available for the 1996 and subsequent crops of this type (46).

* * * * *

Signed at Washington, DC, on November 12, 1996.

Bruce R. Weber,

Acting Administrator, Farm Service Agency and Executive Vice President, Commodity Credit Corporation.

[FR Doc. 96–30551 Filed 11–29–96; 8:45 am]

BILLING CODE 3410–05–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–NM–173–AD; Amendment 39–9835; AD 96–24–11]

RIN 2120–AA64

Airworthiness Directives; Israel Aircraft Industries (IAI), Ltd., Model 1123, 1124, and 1124A Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all IAI, Ltd., Model 1123, 1124, and 1124A series airplanes, that requires repetitive inspections of the aileron push-pull tubes for excessive wear and the guide rollers for smooth rotation; and repair or replacement of worn parts with serviceable parts. This amendment is prompted by reports of excessive wear on the aileron push-pull tube in the area of the guide rollers. The actions specified by this AD are intended to prevent such wear, which could result in uneven movement of the control wheel, perforation of the aileron push-pull tube, and consequent reduced roll control of the airplane.

DATES: Effective January 6, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 6, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from Technical Publications, Astra Jet Corporation, 77 McCullough Drive, Suite 11, New Castle, Delaware 19720. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 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: 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: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to all IAI, Ltd., Model 1123, 1124, and 1124A series airplanes was published in the Federal Register on September 4, 1996 (61 FR 46576). That action proposed to require repetitive inspections of the left and right aileron push-pull tubes for excessive wear and the guide rollers for smooth rotation; replacement of the push-pull tubes with serviceable parts, if necessary; and repair or replacement of the guide rollers with serviceable parts, if necessary.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

The FAA estimates that 213 IAI, Ltd., Model 1123, 1124, and 1124A series airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required inspections, and that the average labor rate is $60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be $12,780, or $60 per airplane, per inspection.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the 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 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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:

96–24–11 Israel Aircraft Industries (IAI), LTD.: Amendment 39–9835. Docket 96–NM–173–AD.

Applicability: All IAI, Ltd., Model 1123, 1124, and 1124A 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 excessive wear of the aileron push-pull tube, which could result in uneven movement of the control wheel, perforation of the aileron push-pull tube, and consequent reduced roll control of the airplane; accomplish the following:

(a) Within 50 hours time-in-service after the effective date of this AD, inspect the left and right aileron push-pull tubes for wear and the guide rollers for smoothness of rotation, in accordance with Westwind Service Bulletin SB 1123–27–043, dated June 12, 1995 (for Model 1123 series airplanes); or Service Bulletin SB 1124–27–129, dated June 12, 1995 (for Model 1124 and 1124A series airplanes); as applicable.

(1) If no wear is detected or if wear is within the limits specified in the applicable service bulletin, repeat the inspections thereafter at intervals not to exceed 600 hours time-in-service.

(2) If any wear is detected and that wear is outside the limits specified in the applicable service bulletin, prior to further flight, replace the tube with serviceable parts in accordance with the applicable service bulletin. Thereafter, repeat the inspections at intervals not to exceed 600 hours time-in-service.

(3) If the guide rollers do not rotate smoothly, accomplish either paragraph (a)(3)(i) or (a)(3)(ii) of this AD. Thereafter, repeat the inspections at intervals not to exceed 600 hours time-in-service.

(i) Prior to further flight, repair the guide roller in accordance with the applicable service bulletin. Or

(ii) Prior to further flight, replace the guide roller with serviceable parts in accordance with the applicable service bulletin.

(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, 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.

(d) The actions shall be done in accordance with Westwind Service Bulletin SB 1123–27–043, dated June 12, 1995; or Westwind Service Bulletin SB 1124–27–129, dated June

12, 1995; 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 Technical Publications, Astra Jet Corporation, 77 McCullough Drive, Suite 11, New Castle, Delaware 19720. 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.

(e) This amendment becomes effective on January 6, 1996.

Issued in Renton, Washington, on November 18, 1997.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–29988 Filed 11–29–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 96–ANE–31; Amendment 39–9826; AD 96–23–03]

Airworthiness Directives; Textron Lycoming Reciprocating Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule, Request for comments.

SUMMARY: This document publishes in the Federal Register an amendment adopting Airworthiness Directive (AD) 96–23–03 that was sent previously to all known U.S. owners and operators of Textron Lycoming IO–320, LIO–320, AEIO–320, IO- 360, LIO–360, AEIO–360, HIO–360, TO–360, IO–540, O–540–L, LIO–540, and AEIO–540 series reciprocating engines by individual letters. This AD requires a maintenance records check to determine if suspect high pressure fuel pumps are installed, and inspection to determine if the high pressure fuel pump has one of the suspect date codes. If the high pressure fuel pump has a suspect date code, this AD requires disassembly and inspection of the high pressure fuel pump, and, if necessary, removal from service and replacement with a serviceable part. In addition, this AD requires reporting findings of unserviceable high pressure fuel pumps. This amendment is prompted by reports of inflight failures of high pressure fuel pumps. The actions specified by this AD are intended to prevent an inflight engine failure due to fuel starvation, which could result in a forced landing.

DATES: Effective December 17, 1996, to all persons except those persons to whom it was made immediately effective by priority letter AD 96–23–03, issued on October 28, 1996, which contained the requirements of this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 17, 1996.

Comments for inclusion in the Rules Docket must be received on or before January 31, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96–ANE–31, 12 New England Executive Park, Burlington, MA 01803–5299.

The applicable service information may be obtained from Textron Lycoming, 652 Oliver St., Williamsport, PA 17701; telephone (717) 327–7278, fax (717) 327–7022. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Ray O'Neill, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine and Propeller Directorate, 10 Fifth St., Valley Stream, NY 11581; telephone (516) 256–7505, fax (516) 568- 2716.

SUPPLEMENTARY INFORMATION: On October 28, 1996, the Federal Aviation Administration (FAA) issued priority letter airworthiness directive (AD) 96–23–03, applicable to Textron Lycoming IO–320, LIO–320, AEIO–320, IO–360, LIO–360, AEIO–360, HIO–360, TO–360, IO–540, O–540–L, LIO–540, and AEIO–540 series reciprocating engines, which requires within 5 hours time in service (TIS) after the effective date of the priority letter AD, a maintenance records check to determine if suspect high pressure fuel pumps are installed, and if the records check indicates a suspect high pressure fuel pump may be installed, inspection, which can be performed by the owner/operator holding at least a private pilot's certificate, to determine if the high pressure fuel pump has one of the suspect date codes. If the high pressure fuel pump has one of the suspect date codes, the priority letter AD requires disassembly and inspection of the high pressure fuel pump, and, if necessary, removal from service and replacement with a serviceable part. In addition, the priority letter AD requires reporting findings of unserviceable high pressure fuel pumps. That action was prompted by reports of inflight failures of high pressure fuel pumps. Investigations into those incidents revealed that the fuel pump gasket, Part Number (P/N) 5621005, became lodged in the pump outlet port after separating from the pump diaphragm assembly on high pressure fuel pumps, P/N LW–15473. Further investigation revealed that the high pressure fuel pumps developed defects during manufacturing. The engines involved in those incidents had high pressure fuel pumps with manufacturing date codes: 154739506, 154739507, or 154739510. The first five digits of the manufacturing date codes refer to the Textron Lycoming P/N and the last four digits refer to the year and month of pump manufacture. This condition, if not corrected, could result in an inflight engine failure due to fuel starvation, which could result in a forced landing.

The FAA has reviewed and approved the technical contents of Textron Lycoming Service Bulletin (SB) No. 525A, dated October 7, 1996, that describes procedures for identifying the manufacturing date code. This SB also includes procedures for inspection of internal parts of high pressure fuel pumps, replacement of specific parts or the complete high pressure fuel pump, if necessary, and reassembly of the high pressure fuel pump.

Since the unsafe condition described is likely to exist or develop on other engines of the same type design, the FAA issued priority letter AD 96–23–03 to prevent inflight engine failure due to fuel starvation, which could result in a forced landing. The AD requires within 5 hours TIS after the effective date of this AD, a maintenance records check to determine if suspect high pressure fuel pumps are installed, and if the records check indicates a suspect high pressure fuel pump may be installed, inspection, which can be performed by the owner/operator holding at least a private pilot's certificate, to determine if the high pressure fuel pump has one of the suspect date codes. If the high pressure fuel pump has one of the suspect date codes, this AD requires disassembly and inspection of the high pressure fuel pump, and, if necessary, removal from service and replacement with a serviceable part. In addition, this AD requires reporting findings of unserviceable high pressure fuel pumps. The actions are required to be accomplished in accordance with the SB described previously.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD