

to each known, eligible, cotton importer. Importers who wish to request a referendum and who do not receive a request form in the mail by February 1, 1997, may participate in the sign-up period by submitting a signed, written, request for a continuance referendum, along with a copy of a U.S. Customs form 7501 showing payment of a cotton assessment for calendar year 1995. Importers must submit their requests and supporting documents to USDA, FSA, DAPDFO, STOP 0539, Attention: William A. Brown, P.O. Box 2415, Room 3096-s, 1400 Independence Ave. S.W., Washington, D.C., 20250-0539. All requests and supporting documents must be received by the appropriate FSA office by April 14, 1997.

(c) Producers must request a continuance referendum by signing up in person at the county FSA office that serves the county where the producer's farm is located. A producer who wishes to request a referendum and whose name does not appear on the cotton producer list at the appropriate county FSA office may participate in the sign-up period by submitting a signed, written, request for a continuance referendum, along with a copy of a sales receipt for cotton produced during 1995. All requests and supporting documentation must be received by the appropriate FSA office by April 14, 1997.

#### **§ 1205.28 Counting.**

County FSA offices and FSA, Deputy Administrator for Program Delivery and Field Operations (DAPDFO), shall begin counting requests no later than April 15, 1997. FSA shall determine the number of eligible persons who favor the conduct of a continuance referendum.

#### **§ 1205.29 Reporting results.**

(a) Each county FSA office shall prepare and transmit to the state FSA office, by April 23, 1997, a written report of the number of eligible producers who requested the conduct of a referendum, and the number of ineligible persons who made requests.

(b) DAPDFO shall prepare, by April 23, 1997, a written report of the number of eligible importers who requested the conduct of a referendum, and the number of ineligible persons who made requests.

(c) Each state FSA office shall, by April 30, 1997, forward all county reports, and DAPDFO shall, by April 30, 1997, forward its report of importer requests, to the Director, Cotton Division, AMS, STOP 0224, 1400 Independence Avenue, SW, Washington, D.C., 20250-0224.

(d) The Chief of the Research and Promotion Staff, Cotton Division, shall prepare a report of the requests received, including the number of eligible persons who requested the conduct of a referendum, and the number of ineligible persons who made requests, to the Director of the Cotton Division, and shall maintain one copy of the report where it will be available for public inspection for a period of 5 years following the end of the sign-up period.

(e) The Director of the Cotton Division shall prepare and submit to the Secretary a report of the results of the sign-up period. The Secretary will conduct a referendum if requested by 10 percent or more of the number of cotton producers and importers voting in the most recent (July 1991) referendum, but not more than 20 percent of the total requests counted toward the 10 percent figure may be from producers in any one state or from importers of cotton. The Secretary shall announce the results of the sign-up period in a separate notice in the Federal Register.

#### **§ 1205.34 Instructions and forms.**

The Administrator is hereby authorized to prescribe additional instructions and forms consistent with the provisions of this subpart to govern conduct of the sign-up period.

Dated: December 3, 1996.  
Lon Hatamiya,  
*Administrator.*  
[FR Doc. 96-31144 Filed 12-5-96; 8:45 am]  
BILLING CODE 3410-02-P

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

[Docket No. 96-NM-131-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Jetstream Model 4101 Airplanes**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Jetstream Model 4101 airplanes. This proposal would require the replacement of weight limitation placards in the aft main baggage bay and in the aft right stowage compartment with new placards indicating lower maximum weight limits. It would also require a revision of the Airplane Flight

Manual to delete references to the current higher weight limits for these areas. This proposal is prompted by a report indicating that existing weight limitations could result in failure of the front bulkhead of the aft main baggage bay and doors of the aft right stowage compartment during emergency dynamic landing conditions. The actions specified by the proposed AD are intended to prevent this failure, which consequently could result in injury to passengers and flight crew, and hinder evacuation of the airplane through the exit adjacent to this bulkhead.

**DATES:** Comments must be received by January 21, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-131-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1149.

#### **SUPPLEMENTARY INFORMATION:**

Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 96-NM-131-AD." The postcard will be date stamped and returned to the commenter.

#### Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-131-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

#### Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on certain Jetstream Model 4101 airplanes. The CAA advises that it has received a report from the manufacturer indicating that testing of a new configuration for the aft main baggage bay has shown that the doors in the aft right stowage compartment will not meet crashworthiness requirements when the weight in that area exceeds 160 pounds and the total weight in the aft main baggage bay exceeds 968 pounds. Should these weight limitations be exceeded and emergency landing dynamic conditions arise, the front bulkhead of the aft main baggage bay and the doors of the aft right stowage compartment could fail, and consequently result in injury to passengers and flight crew, and hinder evacuation of the airplane through the exit adjacent to this bulkhead.

#### Explanation of Relevant Service Information

Jetstream has issued Service Bulletin J41-11-014, dated January 18, 1996, which describes procedures for establishing new weight limits for these areas by removal of the weight limitation placards in the aft main baggage bay and aft right stowage compartment, and replacement of these placards with new placards indicating a lower maximum weight limit. It also describes procedures for revising the FAA-approved Airplane Flight Manual (AFM) for certain airplanes by removal of an amendment from that manual; this amendment references the higher weight limits in effect before the

installation of the new placards. The CAA classified this service bulletin as mandatory and issued British airworthiness directive 005-01-96, dated January 31, 1996, in order to assure the continued airworthiness of these airplanes in the United Kingdom.

#### FAA's Conclusions

This airplane model is manufactured in the United Kingdom and is 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 CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, 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 Proposed 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, the proposed AD would require removal of the weight limitation placards in the aft main baggage bay and aft right stowage compartment, and replacement with new placards that establish lower maximum weight limits in these areas. It would also require a revision to the AFM for certain airplanes that would require removal of references to higher weight limits in effect before the new placards are installed. The actions would be required to be accomplished in accordance with the service bulletin described previously.

#### Cost Impact

The FAA estimates that 44 Jetstream Model 4101 airplanes of U.S. registry would be affected by this proposed AD.

It would take approximately 1 work hour per airplane to accomplish the proposed actions, at an average labor rate of \$60 per work hour. Required placards would be provided by the manufacturer at no cost to operators. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$2,640, or \$60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed 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 proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

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

#### The Proposed Amendment

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

Jetstream Aircraft Limited: Docket 96-NM-131-AD.

Applicability: Model 4101 airplanes, as listed in Jetstream Service Bulletin J41-11-014, dated January 18, 1996; 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 prevent failure of the front bulkhead of the aft main baggage bay and the doors of the aft right stowage compartment during emergency landing dynamic conditions, which consequently could result in injury to passengers and flight crew and hinder evacuation of the airplane through the exit adjacent to the bulkhead, accomplish the following:

(a) For all airplanes: Within 30 days after the effective date of this AD, replace the weight limitation placards in the aft main baggage bay and aft right stowage compartment with new placards indicating lower maximum weight limitations, in accordance with Jetstream Service Bulletin J41-11-014, dated January 18, 1996.

(b) For airplanes having constructor numbers 41041 through 41043 inclusive, 41045, 41055, 41058, 41059, 41063, and 41064: Within 30 days after the effective date of this AD, after accomplishment of the requirements of paragraph (a) of this AD, revise the FAA-approved Airplane Flight Manual by removing Amendment P25, in accordance with Jetstream Service Bulletin J41-11-014, dated January 18, 1996.

(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, 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.

(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.

Issued in Renton, Washington, on December 2, 1996.

Gary L. Killion,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-31109 Filed 12-5-96; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 39

[Docket No. 96-CE-28-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Industrie Aeronautiche E Meccaniche Model Piaggio P-180 Airplanes**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Proposed rule; withdrawal.

**SUMMARY:** This document withdraws a notice of proposed rulemaking (NPRM) that would have applied to certain Industrie Aeronautiche E Meccaniche (I.A.M.) Model Piaggio P-180 airplanes. The proposed action would have required replacing certain AlliedSignal Aerospace outflow/safety valves in the pressurization system with new or serviceable valves. During the comment period of this NPRM, the Transport Airplane Directorate of the Federal Aviation Administration (FAA) issued AD 96-18-20 to address the same condition on these I.A.M. Model Piaggio P-180 airplanes. With this in mind, the FAA has determined that the proposed rule should be withdrawn. This withdrawal does not prevent the FAA from initiating future rulemaking on this subject.

**FOR FURTHER INFORMATION CONTACT:** Walter Eierman, Aerospace Engineer, Systems and Equipment Branch, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5336; facsimile (310) 627-5210.

#### **SUPPLEMENTARY INFORMATION:**

##### **Events Leading to This Action**

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain I.A.M. Model Piaggio P-180 airplanes of the same type design that are registered in the United States and have an AlliedSignal Aerospace outflow/safety valve installed was published in the Federal Register on August 12, 1996 (61 FR 41753). The action proposed to require replacing outflow/safety valves with new or serviceable valves.

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.

During the comment period of this notice of proposed rulemaking (NPRM), the Transport Airplane Directorate of the FAA issued AD 96-18-20, Amendment 39-9747 (61 FR 47409,

September 9, 1996), to address the same condition on these I.A.M. Model Piaggio P-180 airplanes. The continued airworthiness authority of these airplanes resides with the Small Airplane Directorate because I.A.M. Model Piaggio P-180 airplanes are type certificated under part 23 of the Federal Aviation Regulations (14 CFR part 23). However, because AD 96-18-20 is already in effect, the FAA has decided to withdraw the NPRM issued by the Small Airplane Directorate.

Withdrawal of this NPRM constitutes only such action, and does not preclude the agency from issuing future rulemaking on this issue, nor does it commit the agency to any course of action in the future.

Since this action only withdraws an NPRM, it is neither a proposed nor a final rule and therefore, is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

#### **List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation Safety, Safety.

#### **The Withdrawal**

Accordingly, the notice of proposed rulemaking, Docket No. 96-CE-28-AD, published in the Federal Register on August 12, 1996 (61 FR 41753), is withdrawn.

Issued in Kansas City, Missouri, on December 2, 1996.

Michael Gallagher,

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-31097 Filed 12-5-96; 8:45 am]

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#### **Coast Guard**

#### **33 CFR Part 100**

[CGD07-96-063]

RIN 2115-AE46

#### **Special Local Regulations; Invitational Rowing Regatta, Augusta, GA**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard proposes to establish special local regulations for the Augusta Invitational Rowing Regatta. This event would be held annually on Thursday, Friday, Saturday, and Sunday in the third week of March from 7 a.m. to 5 p.m. The nature of the event and the closure of the Savannah River creates an extra or unusual hazard on the navigable waters of the Savannah