

List of Subjects in 7 CFR Part 723

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

Accordingly, it is proposed that 7 CFR part 723, subpart A be amended 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, 1421, 1445–1, and 1445–2.

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

§ 723.113 Fire-cured (type 21) tobacco.

* * * * *

(e) The 1997-crop national marketing quota will range from 2.0 million pounds to 2.2 million pounds.

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

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

* * * * *

(e) The 1997-crop national marketing quota will range from 40.0 million pounds to 44.0 million pounds.

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

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

* * * * *

(e) The 1997-crop national marketing quota will range from 9.0 million pounds to 9.9 million pounds.

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

* * * * *

§ 723.116 Sun-cured (type 37) tobacco.

* * * * *

(e) The 1997-crop national marketing quota will range from 140,000 to 154,000 pounds.

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

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

* * * * *

(e) The 1997-crop national marketing quota will range from 8.0 million pounds to 8.8 million pounds.

* * * * *

Signed at Washington, DC, January 21, 1997.

Grant Buntrock,

Administrator, Farm Service Agency.

[FR Doc. 97–1874 Filed 1–22–97; 2:34 pm]

BILLING CODE 3410–05–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 96–NM–175–AD]

RIN 2120–AA64

Airworthiness Directives; Short Brothers Model SD3–30 and SD3–60 Series Airplanes Equipped with Fire Fighting Enterprises (U.K.) Ltd. Fire Extinguishers

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 all Shorts Model SD3–30 and SD3–60 series airplanes equipped with certain fire extinguishers. This proposal would require replacement of the covers for fire extinguisher adapter assemblies that are installed on certain bulkheads with new covers that swivel to lock the extinguishers in place; and replacement of nozzles and triggers on these fire extinguishers with better fitting nozzles and stronger triggers. It also would require the installation of new fire extinguisher point placards and a revision of the Airplane Flight Manual to instruct the flight crew in the use of the new covers for these adapter assemblies. This proposal is prompted by reports that these fire extinguishers are not discharging properly because they do not fit correctly with the adapter, and that triggers on these extinguishers are failing. The actions specified by the proposed AD are intended to ensure that, in the event of fire in the baggage bay, extinguishing agent is properly distributed within this area, and portable extinguishers operate properly; and to prevent injury to crew and passengers when a portable extinguisher is discharged.

DATES: Comments must be received by March 7, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 96–NM–175–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 Short Brothers PLC, 2011 Crystal Drive,

Suite 713, Arlington, Virginia 22202–3719. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Greg Dunn, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2799; 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–175–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–175–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

The FAA has received reports indicating that certain portable cabin fire extinguishers, manufactured by Fire Fighting Enterprises Ltd. and carried onboard all Shorts Model SD3–30 and SD3–60 series airplanes, may not work properly when installed on bulkheads separating the passenger cabin from the

aft and/or forward baggage bays. Because the nozzle of the extinguisher and the adapter do not fit together correctly, the extinguishing agent is "blown back" into the passenger cabin. This condition, if not corrected, could prevent adequate distribution of fire extinguishing agent within the baggage bay, and could cause injury to crew and passengers.

The FAA also has received reports indicating that triggers on these fire extinguishers have failed because the operator did not lift the safety catch before squeezing the trigger; this caused the trigger to break at the neck of the actuating tang. This condition, if not corrected, could make the extinguisher unserviceable and, if broken during operation, could cause the extinguisher to fail, or cause a loss in the ability to control or stop discharge of the extinguishing agent.

Explanation of Relevant Service Information

Short Brothers has issued Shorts Service Bulletin SD330-26-14, dated September 1994 (for Model SD3-30 series airplanes); and Service Bulletin SD360-26-11, dated July 1994 (for Model SD3-60 series airplanes). These service bulletins describe procedures for replacing the covers of the fire extinguisher adapter assemblies installed on bulkheads between the passenger cabin and baggage bays with new covers that swivel and lock the extinguishers in place. These service bulletins also describe procedures for installing new fire extinguisher point placards and revising the Airplane Flight Manual (AFM) to include instructions for the flight crew about using the new covers with the fire extinguishers.

Fire Fighting Enterprises (U.K.) Ltd. has issued Service Bulletin 26-107, Revision 1, dated November 2, 1992, which describes procedures for replacing the nozzles on portable cabin fire extinguishers having part number (P/N) BA51012SR-3 and BA51012SR. The replacement nozzles are chamfered, and fit more closely in the "O" ring of the bulkhead adapter; this will prevent "blow back" of the extinguishing agent when the extinguisher is used.

In addition, Fire Fighting Enterprises (U.K.) Ltd. has issued Service Bulletin 26-108, dated September 1992, which describes procedures for replacing triggers on the discharge head assemblies of fire extinguishers carried on Shorts Model SD3-30 and SD3-60 series airplanes. The replacement trigger is manufactured from an improved and stronger material, and the radii around

the neck of the actuating tang has been increased for additional strength.

Type Certification of Airplanes

These airplane models are manufactured in the United Kingdom and 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.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require replacement of covers on fire extinguisher adapter assemblies on bulkheads between the passenger cabin and baggage bays with new covers that swivel and lock extinguishers in place. It would also require replacement of nozzles on these extinguishers with chamfered nozzles that fit better with these adapters; and replacement of triggers on these extinguishers with triggers made from improved and stronger materials.

Additionally, this proposed AD would require installation of new fire extinguisher point placards, and a revision of the Limitations Section of the FAA-approved AFM to include instructions for the flight crew about using the new adapter assembly covers with the fire extinguishers.

These actions would be required to be accomplished in accordance with the applicable service bulletins described previously.

Cost Impact

The FAA estimates that 50 Model SD3-30 series airplanes of U.S. registry would be affected by this proposed AD. For these airplanes, it would take approximately 9 work hours per airplane to accomplish the proposed actions on airplanes with only a forward baggage bay, and 14 work hours per airplane to accomplish the proposed actions on airplanes with forward and aft baggage bays. The average labor rate is \$60 per work hour. Required parts would cost approximately \$281 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators of Model SD3-30 series airplanes is estimated to be between \$41,050 and \$56,050, or between \$821 and \$1,121 per airplane.

The FAA estimates that 72 Model SD3-60 series airplanes of U.S. registry would be affected by this proposed AD. For these airplanes, it would take approximately 12 work hours per

airplane to accomplish the proposed actions, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$281 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators of Model SD3-60 series airplanes is estimated to be \$72,072, or \$1,001 per airplane.

The cost impact figures discussed above are 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:

Short Brothers, PLC: Docket 96-NM-175-AD.

Applicability: All Model SD3-30 and SD3-60 series airplanes equipped with fire extinguishers manufactured by Fire Fighting Enterprises (U.K.) Ltd.; 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 (d) 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 ensure that, in the event of fire, extinguishing agent is properly distributed within the baggage bays and portable extinguishers operate properly; and to prevent injury to crew and passengers, accomplish the following:

(a) Within 6 months after the effective date of this AD, install a new cover on each fire extinguisher adapter assembly on bulkheads between the passenger cabin and aft and/or forward baggage bay, in accordance with Shorts Service Bulletin SD330-26-14, dated September 1994 (for Shorts Model SD3-30 series airplanes), or Shorts Service Bulletin SD360-26-11, dated July 1994 (for Shorts Model SD3-60 series airplanes), as applicable.

(b) Prior to further flight after accomplishing the actions required by paragraph (a) of this AD, accomplish both paragraphs (b)(1) and (b)(2) of this AD:

(1) Install new fire extinguisher point placards, in accordance with Shorts Service Bulletin SD330-26-14, dated September 1994 (for Shorts Model SD3-30 series airplanes), or Shorts Service Bulletin SD360-26-11, dated July 1994 (for Shorts Model SD3-60 series airplanes), as applicable. And

(2) Revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM), in accordance with Note 1 of Paragraph 1.C. of Shorts Service Bulletin SD330-26-14, dated September 1994 (for Shorts Model SD3-30 series airplanes), or Shorts Service Bulletin SD360-26-11, dated July 1994 (for Shorts Model SD3-60 series airplanes), as applicable.

(c) For airplanes equipped with fire extinguishers having part number (P/N) BA51012SR-3 or BA51012SR: Within 6 months after the effective date of this AD, accomplish either paragraph (c)(1) or (c)(2) of this AD:

(1) Install a chamfered nozzle on the discharge head assembly of each fire

extinguisher by replacing the discharge head assembly with a new discharge head assembly, having P/N BA22988-3, in accordance with Fire Fighting Enterprises (U.K.) Ltd. Service Bulletin 26-107, Revision 1, dated November 2, 1992. Or

(2) Replace the trigger on the discharge head assembly of each fire extinguisher with a new trigger, in accordance with Fire Fighting Enterprises (U.K.) Ltd. Service Bulletin 26-108, dated September 1992. After replacement, install a chamfered nozzle on the discharge head assembly of each fire extinguisher by reworking the discharge head assembly in accordance with Fire Fighting Enterprises (U.K.) Ltd. Service Bulletin 26-107, Revision 1, dated November 2, 1992

(d) 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.

(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.

Issued in Renton, Washington, on January 17, 1997.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97-1825 Filed 1-24-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-127-AD]

RIN 2120-AA64

**Airworthiness Directives;
Construcciones Aeronauticas, S.A.
(CASA) Model CN-235 Series
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 CASA Model CN-235 series airplanes. This proposal would require the replacement of the center wing attachment rods with new rods. This proposal is prompted by a report from the manufacturer indicating that these rods failed during a full-scale fatigue

test. The actions specified by the proposed AD are intended to prevent fatigue failure of these rods, which consequently could reduce the structural integrity of the wing-to-fuselage attachment.

DATES: Comments must be received by March 3, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-127-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 Construcciones Aeronauticas, S.A., Getafe, Madrid, Spain. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Greg Dunn, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2799; 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