

(1) 4.0 fluid ounces of Carboxin thiram (1.67 + 1.67 lb. ai./gal.) flowable liquid per 100 pounds of seed;

(2) 6.8 fl. oz. of Carboxin thiram (10 percent + 10 percent, 0.91 + 0.91 lb. ai./gal.) flowable liquid per 100 pounds of seed; or

(3) 3 fluid ounces of pentachloronitrobenzene (2.23 lb. ai./gal.) per 100 pounds of seed.

PART 319—FOREIGN QUARANTINE NOTICES

8. The authority citation for part 319 continues to read as follows:

Authority: 7 U.S.C. 150dd, 150ee, 150ff, 151–167, 450, 2803, and 2809; 21 U.S.C. 136 and 136a; 7 CFR 2.22, 2.80, and 371.2(c).

9. In § 319.59–1, the definition of “Karnal bunt” is revised to read as follows:

§ 319.59–1 Definitions.

* * * * *

Karnal bunt. A plant disease caused by the fungus *Tilletia indica* (Mitra) Mundkur.

* * * * *

Done in Washington, DC, this 17th day of September 1998.

Joan M. Arnoldi,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 98–25407 Filed 9–22–98; 8:45 am]

BILLING CODE 3410–34–P

DEPARTMENT OF AGRICULTURE

Federal Crop Insurance Corporation

7 CFR Part 457

Common Crop Insurance Regulations; Guaranteed Production Plan of Fresh Market Tomato Crop Insurance Provisions

AGENCY: Federal Crop Insurance Corporation, USDA.

ACTION: Final rule.

SUMMARY: The Federal Crop Insurance Corporation (FCIC) finalizes the Guaranteed Production Plan of Fresh Market Tomato Crop Insurance Provisions to change the calendar date for the end of the insurance period.

EFFECTIVE DATE: This rule is effective September 22, 1998.

FOR FURTHER INFORMATION CONTACT:

Louise Narber, Insurance Management Specialist, Research and Development, Product Development Division, Federal Crop Insurance Corporation, United States Department of Agriculture, 9435 Holmes Road, Kansas City, MO 64131, telephone (816) 926–7730.

SUPPLEMENTARY INFORMATION:

Executive Order 12866

This rule has been determined to be exempt for the purpose of Executive Order 12866 and, therefore, has not been reviewed by the Office of Management and Budget (OMB).

Paperwork Reduction Act of 1995

Under the provisions of the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35), there are no information collection requirements contained in this rule.

Unfunded Mandates Reform Act of 1995

Title II of the Unfunded Mandates Reform Act of 1995 (UMRA) establishes requirements for Federal agencies to assess the effects of their regulatory actions on State, local, and tribal governments and the private sector. This rule contains no Federal mandates (under the regulatory provisions of title II of UMRA) for State, local, and tribal governments or the private sector. Therefore, this rule is not subject to the requirements of sections 202 and 205 of UMRA.

Executive Order 12612

It has been determined under section 6(a) of Executive Order 12612, Federalism, that this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment. The provisions contained in this rule will not have a substantial direct effect on States or their political subdivisions or on the distribution of power and responsibilities among the various levels of government.

Regulatory Flexibility Act

This regulation will not have a significant economic impact on a substantial number of small entities. New provisions included in this rule will not impact small entities to a greater extent than large entities. The amount of work required of insurance companies delivering and servicing these policies will not increase from the amount of work currently required. Therefore, this action is determined to be exempt from the provisions of the Regulatory Flexibility Act (5 U.S.C. 605) and no Regulatory Flexibility Analysis was prepared.

Federal Assistance Program

This program is listed in the Catalog of Federal Domestic Assistance Under No. 10.450.

Executive Order 12372

This program is not subject to the provisions of Executive Order 12372 which require intergovernmental

consultation with State and local officials. See the Notice related to 7 CFR part 3015, subpart V, published at 48 FR 29115, June 24, 1983.

Executive Order 12988

This rule has been reviewed in accordance with Executive Order 12988 on Civil Justice Reform. The provisions of this rule will not have a retroactive effect. The provisions of this rule will preempt State and local laws to the extent such State and local laws are inconsistent herewith. The administrative appeal provisions published at 7 CFR part 11 must be exhausted before any action for judicial review of any determination made by FCIC may be brought.

Environmental Evaluation

This action is not expected to have a significant economic impact on the quality of the human environment, health, and safety. Therefore, neither an Environmental Assessment nor an Environmental Impact Statement is needed.

Background

On Monday, July 20, 1998, FCIC published a notice of proposed rulemaking in the **Federal Register** at 63 FR 38761–38762 to revise 7 CFR 457.128, Guaranteed Production Plan of Fresh Market Tomato Crop Insurance Provisions, effective for the 1999 and succeeding crop years.

Following publication of the proposed rule, the public was afforded 30 days to submit written comments and opinions. A total of 3 written comments were received from an insurance service organization and reinsured companies. All of the comments received agreed with the proposed changes made to the regulation.

Good cause is shown to make this rule effective upon filing for public inspection at the Office of the Federal Register. This rule revises the calendar date for the end of the insurance period for certain states. This rule must be effective prior to the contract change dates for which these provisions are effective. The contract change date is September 30 preceding the cancellation date in counties with a January 15 cancellation date and December 31 preceding the cancellation date in all other counties. Therefore, public interest requires the Agency to act immediately to make these provisions available.

List of Subjects in 7 CFR Part 457

Crop insurance, Tomatoes.

Final Rule

Accordingly, as set forth in the preamble, the Federal Crop Insurance Corporation amends the Common Crop Insurance Regulations (7 CFR part 457) by amending 7 CFR 457.128 as follows:

PART 457—COMMON CROP INSURANCE REGULATIONS

1. The authority citation for 7 CFR part 457 continues to read as follows:

Authority: 7 U.S.C. 1506(l), 1506(p).

2. Section 457.128 paragraph 10(b)(7) is revised to read as follows:

§ 457.128 Guaranteed Production Plan of Fresh Market Tomato Crop Insurance Provisions.

* * * * *

10. Insurance Period

* * * * *

(b) * * *

(7) October 15 of the crop year in Delaware, Maryland, New Jersey, North Carolina, and Virginia; October 31 of the crop year in California; November 10 of the crop year in Florida, Georgia, and South Carolina; and September 20 of the crop year in all other states.

* * * * *

Signed in Washington, D.C., on September 18, 1998.

Kenneth D. Ackerman,

Manager, Federal Crop Insurance Corporation.

[FR Doc. 98-25465 Filed 9-22-98; 8:45 am]

BILLING CODE 3410-08-P

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

[Docket No. 98-NM-100-AD; Amendment 39-10778; AD 98-20-11]

RIN 2120-AA64

Airworthiness Directives; Saab Model SAAB SF340A and SAAB 340B Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Saab Model SAAB SF340A and SAAB 340B series airplanes, that requires repetitive detailed visual inspections of the windshield wiper assembly for discrepant conditions, and corrective actions, if necessary. This amendment is prompted by issuance of mandatory continuing airworthiness information by

a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent failure of the windshield wiper assembly, which could result in loss of visibility; or damage to the propeller(s), possible penetration of the fuselage skin, and consequent depressurization of the airplane.

DATES: Effective October 28, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 28, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Saab Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. 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: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 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 certain Saab Model SAAB SF340A and SAAB 340B series airplanes was published in the **Federal Register** on April 21, 1998 (63 FR 19686). That action proposed to require repetitive, detailed visual inspections of the windshield wiper assembly for discrepant conditions, and corrective actions, if necessary.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

One commenter opposes the proposed rule. The commenter states that the Saab Maintenance Review Board (MRB) report covers the items addressed by the proposal during routine line checks. The commenter believes such compliance is more than sufficient to address the unsafe condition.

The FAA does not agree with the remarks of this commenter. The FAA finds that actions performed during routine line checks are not detailed enough to detect the type of defects (i.e., corrosion; excessive wear; missing, loose, or broken parts; improper alignment; and insecure attachment of

the windshield wiper assembly) addressed in this AD. This is further evidenced by the fact that failures have occurred in service even though the routine line checks referenced by the commenter were included in the current MRB report. The FAA finds that no change to the final rule is necessary in this regard.

The manufacturer requests that the repetitive inspection interval be increased from 1,000 to 4,000 flight hours. The commenter states that the proposed interval is too conservative, even though the time necessary to perform the inspection is less than one work hour. The commenter bases its remarks on the fact that the SAAB 340 fleet has accumulated 6,110,000 flight hours as of the end of December 1997 with two known incidents. The commenter submits data that use vendor figures regarding proven capability of the wiper system, and estimated hours of usage of the wiper system. Based on that data, the commenter concludes that the interval recommended for the general visual inspection in the existing MRB task is a safe interval.

The FAA concurs. The FAA finds that the data submitted by the commenter demonstrate that a repetitive inspection interval of 4,000 flight hours is sufficient to address the unsafe condition addressed by this AD. The final rule has been revised accordingly.

The manufacturer also requests that the proposed rule be revised to specify that repairs should be accomplished in accordance with Saab Service Bulletin 340-30-081 (which is referenced in the proposal as the appropriate source of service information for accomplishment of the inspections) and with reference to the Component Maintenance Manual.

The FAA concurs with the commenter's request. The Saab service bulletin includes an attachment (Rosemount Aerospace, Inc., Service Bulletin 2314M-30-17, Revision 1, dated September 14, 1997); paragraph II.B. of this attachment describes procedures for repair or replacement of the windshield wiper arm assembly. The attachment also specifies certain sections of the Component Maintenance Manual as a source of additional service information. The FAA has determined that the procedures specified in the attachment should be referenced in this final rule for accomplishment of the repair, and has revised the AD accordingly.

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the