

loan and purchase rate for nontable honey.

(c) *Grade not certified.* The settlement value for a lot of honey, delivered under loan or for purchase, on which the grade cannot be certified shall be the lower of its market value as determined by CCC or a value as determined on the basis of the loan and purchase rate for nontable honey.

(d) *Substandard.* The rate for a lot of honey delivered under a loan or for purchase which grades substandard on account of defects or moisture or a combination of defects and moisture shall be adjusted by the discounts in § 1434.44.

§ 1434.44 Discounts.

(a) *Defects.* The loan and purchase rate for a lot of honey delivered under a loan or for purchase which grades substandard on account of defects shall be adjusted by the following discount:

	Discount (cts per lb)
Substandard on account of defects.....	2

(b) *Moisture.* The loan and purchase rate for a lot of honey delivered under a loan or for purchase which contains moisture in excess of 18.5 percent shall be adjusted by the following discounts which shall be in addition to the discount for defects:

Moisture percent:	Discount (cts per lb)
18.5.....	0.0
19.0.....	.5
19.5.....	1.0
20.0.....	1.5
20.5.....	2.0
21.0.....	2.5
21.5.....	3.0
22.0.....	3.5
22.5.....	4.0
23.0.....	4.5
23.5.....	5.0
24.0.....	5.5
24.5.....	6.0

(c) *Commingled storage.* The loan and purchase rate for a lot of honey tendered for loan or purchase by CCC while stored commingled in a warehouse, or delivered to a warehouse in bulk in satisfaction of a farm storage loan, shall be adjusted by the following discount:

	Discount (cts per lb)
Bulk Commingled.....	1.5

Signed at Washington, D.C., on November 21, 1980.

Bill Cherry,

Acting Executive Vice President, Commodity Credit Corporation.

[FR Doc. 80-37109 Filed 11-26-80; 8:45 am]

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7 CFR Part 1464

Tobacco Loan Program; 1980 Crop Grade Loan Rates

AGENCY: Commodity Credit Corporation.
ACTION: Final rule.

SUMMARY: This rule sets forth the schedule of loan rates applicable to the various grades of 1980-crop Ohio Filler tobacco, types 42-44; Connecticut Valley broadleaf tobacco, type 51; Connecticut Valley Havana seed tobacco, type 52; New York and Pennsylvania Havana seed tobacco, type 53; Southern Wisconsin tobacco, type 54, Northern Wisconsin, type 55, and Puerto Rican tobacco, type 46. These rates will provide the level of support required by the Agricultural Act of 1949, as amended. Eligible tobacco can be delivered for price support at the specified rates.

EFFECTIVE DATE: November 26, 1980.

ADDRESS: U.S. Department of Agriculture, Price Support and Loan Division, ASCS, P.O. Box 2415, Washington, D.C. 20013.

FOR FURTHER INFORMATION CONTACT: Betty A. Lucas ASCS, (202) 447-6733. The Final Impact Statement considered in developing this final rule is available on request from Robert L. Tarczy, Price Support and Loan Division (ASCS), Room 3754 South Building, P.O. Box 2415, Washington, D.C. 20013, (202) 447-6733.

SUPPLEMENTARY INFORMATION: This final action has been reviewed under USDA procedures established in Secretary's Memorandum 1955 to implement Executive Order 12044 and has been classified "not significant."

In compliance with Secretary's Memorandum No. 1955 and "Improving USDA Regulations" (45 FR 50988), initiation of review of these regulations contained in 7 CFR 1464.22, 1464.23, 1464.24, 1464.25, 1464.26, and 1464.27 for need, currency, clarity, and effectiveness

is planned for the period August-October 1981.

The title and number of the Federal Assistance Program that the Final Rule applies to is: Title—Commodity Loans and Purchases; Number—10.051. This action will not have a significant impact on area and community development. Therefore, review as established by OMB Circular A-95 was not used to assure that units of local government are informed of this action.

In accordance with the provisions of Section 106 of the Agricultural Act of 1949, as amended ("the Act"), the 1980 crops of Ohio Filler, types 42-44, New York and Pennsylvania Havana seed, type 53, Southern Wisconsin, type 54, and Northern Wisconsin, type 55, tobaccos are required to be supported at 72.9 cents per pound, and Puerto Rican tobacco, type 46 is required to be supported at 75.7 cents per pound, and Connecticut Valley broadleaf, type 51, and Connecticut Valley Havana seed tobacco, type 52, tobaccos are required to be supported at 101.0 cents per pound. It is expected that price support will be provided through loans to a producer cooperative marketing association which will receive eligible tobacco from producers and make price support advances to the producers through auction warehouses. The tobacco received will serve as collateral for the loan. Price support advances will be based on the loan rates for each grade. These loan rates average the required level of support when weighted by the anticipated grade percentages as authorized by Section 403 of the Act. Price support advances to producers will be the amounts determined by multiplying the pounds of each grade received by the applicable loan rate for that grade less one cent per pound which the producers' associations are authorized to deduct and to apply against overhead costs.

This regulation contains loan rates for individual grades of cigar-binder, type 51 and 52 and cigar-filler and binder, types 42-44, 53-55, Puerto Rican, type 46 tobacco, needed to implement the national average loan rates for such tobaccos which were announced on September 25, 1980.

Final Rule

Accordingly, 7 CFR Part 1464 is amended by revising §§ 1464.22 through 1464.27 to read as follows effective for the 1980 crops:

§ 1464.22 1980 Crop—Ohio Filler Tobacco, Types 42-44, Loan Schedule¹

[Dollars per 100 lbs, farm sales weight]

Grade	Loan rate
Crop run (stripped together):	
X1.....	79
X2.....	72
X3.....	66
X4.....	60
Nondescript: N.....	51
Nonbinder X1.....	36

§ 1464.23 1980 Crop—Connecticut Valley Broadleaf Tobacco, Type 51, Loan Schedule²

[Dollars per 100 lbs, farm sales weight]

Grade	Loan rate
Binders:	
B1.....	128
B2.....	118
B3.....	105
B4.....	95
B5.....	83
Nonbinders: X1.....	69

§ 1464.24 1980 Crop—Connecticut Valley Havana Seed Tobacco, Type 52—Loan Schedule²

[Dollars per 100 lbs, farm sales weight]

Grade	Loan rate
Binders:	
B1.....	124
B2.....	116
B3.....	103
B4.....	94
B5.....	83
Nonbinder: X1.....	69

§ 1464.25 1980 Crop—New York and Pennsylvania Havana Seed Tobacco, Type 53, and Southern Wisconsin Tobacco, Type 54—Loan Schedule¹

[Dollars per 100 lbs, farm sales weight]

Grade	Loan rate
Crop run:	
X1.....	80

¹Tobacco is eligible for loan only if consigned by the original producer. No loan is authorized for tobacco graded "N1" or "N2" (nondescript) or "S" (scrap) or designated "No-G" (no grade). The cooperative association through which price support is made available is authorized to deduct from the amount paid the grower \$1 per hundred pounds to apply against overhead and receiving costs.

²Tobacco is eligible for loan only if consigned by the original producer. No loan is authorized for tobacco graded "S" (scrap) or designated "No-G" (no grade). The cooperative association through which price support is made available is authorized to deduct from the amount paid the growers \$1 per hundred pounds to apply against overhead and receiving costs.

[Dollars per 100 lbs, farm sales weight]

Grade	Loan rate
X2.....	74
X3.....	67
Farm fillers:	
Y1.....	58
Y2.....	56
Y3.....	54
Nondescript:	
N1.....	52
N2.....	46

§ 1464.26 1980 Crop—Northern Wisconsin Tobacco, Type 55, Loan Schedule¹

[Dollars per 100 lbs, farm sales weight]

Grade	Loan rate
Binders:	
B1.....	101.0
B2.....	91.5
B3.....	84.5
Strippers:	
C1.....	80.5
C2.....	74.0
C3.....	69.0
Crop run:	
X1.....	79.5
X2.....	73.0
X3.....	68.0
Farm fillers:	
Y1.....	56.0
Y2.....	54.0
Y3.....	49.0
Nondescript:	
N1.....	47.0
N2.....	43.0

§ 1464.27 1980 Crop—Puerto Rican Tobacco, Type 46, Loan Schedule¹

[Dollars per 100 lbs, farm sales weight]

Grade	Loan rate
Price Block I (C1F and C1P).....	82.50
Price Block II (X1F, X1P, and X1S).....	75.50
Price Block III (X2T, X2F, X2P, and X2S).....	65.50
Price Block IV (N).....	27.00

(Secs. 4 and 5, 62 Stat. 1070, as amended (15 U.S.C. 714(b), 714(c)); secs. 101, 106, 401, 403, 63 Stat. 1051, as amended, 1054, 74 Stat. 6 (7 U.S.C. 1441, 1445, 1421, 1423))

Signed at Washington, D.C. on November 21, 1980.

Bill Cherry,

Acting Executive Vice President, Commodity Credit Corporation.

[FR Doc. 80-37108 Filed 11-28-80; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 21**

[Docket No. 16382; Amdt. No. 21-52A]

Operating Limitations and Related Requirements for Certain Propeller-Driven Small Airplanes Designed for Agricultural Aircraft Operations or Fire Fighting Purposes; Correction

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule: Correction.

SUMMARY: On October 9, 1980, the FAA published its final rule prescribing requirements relating to certification and operation of certain propeller-driven, small airplanes designed for agricultural aircraft operations or fire-fighting purposes (45 FR 67064). That action included an amendment to § 21.115(a), as discussed in the preamble. However, on 45 FR 67066 in the statement of Amendment No. 2, it inadvertently indicated that paragraph (c) of § 21.115 was being amended rather than paragraph (a). Efforts to correct that error before it was published were not successful. Accordingly, this action makes the necessary correction, effective November 10, 1980, the effective date of the final rule.

EFFECTIVE DATE: November 10, 1980.

FOR FURTHER INFORMATION CONTACT: Mr. Richard N. Tedrick, Noise Policy and Regulatory Branch (AEE-110), Noise Abatement Division, Office of Environment and Energy, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591; telephone (202) 755-9027.

SUPPLEMENTARY INFORMATION: Since this amendment to the final rule is corrective in nature to reflect the intended amendment as discussed in the preamble to the final rule, I find that further notice and public procedure thereon is unnecessary and that good cause exists for making it effective in less than 30 days after its publication in the **Federal Register**.

Adoption of the Amendment

Accordingly, § 21.115(a) of the Federal Aviation Regulations (14 CFR 21.115(a)) is amended effective November 10, 1980, by deleting the words "§ 36.7" and substituting for them the words "§§ 36.7 and 36.9."

(Secs. 307(c), 313(a), 601(a), and 611(b), Federal Aviation Act of 1958, as amended (49 U.S.C. 1348(c), 1354(a), 1421, and 1431(b)); Sec. 6(c), Department of Transportation Act (49 U.S.C. § 1655(c)); Title I, National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.); and Executive Order 11514, March 5, 1970)

Note.—The FAA has determined that this document involves a regulation which is not significant under Executive Order 12044, as implemented by DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). Since this regulatory action involves amendments that are corrective and editorial in nature and do not modify the substance of the regulation contemplated under the final rule, the anticipated impact is so minimal that it does not warrant preparation of a regulatory evaluation.

Issued in Washington, DC, on November 20, 1980.

Langhorne Bond,
Administrator.

[FR Doc. 80-37063 Filed 11-26-80; 8:45 am]

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14 CFR Part 39

[Docket No. 80-NW-39-AD, Amdt. 39-3982]

Airworthiness Directives; Boeing Model 747 Series Airplanes Equipped with B. F. Goodrich Off-wing Slides

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This Airworthiness Directive (AD) requires the replacement of escape slide bayonet/spring mechanical restraints with shear pin mechanical restraints in certain B. F. Goodrich off-wing escape slides. Replacement is necessary due to corrosion of the bayonet/spring type restraint, possibly causing failure of the escape slide to function during an emergency evacuation.

DATE: Effective date January 2, 1981.

ADDRESSES: The service bulletins specified in this directive may be obtained upon request to Boeing Commercial Airplane Company, P.O. Box 3707, Seattle, Washington 98124. These documents may be examined at FAA Northwest Region, 9010 East Marginal Way South, Seattle, Washington 98108.

FOR FURTHER INFORMATION CONTACT: Mr. Roger S. Young, Airframe Branch, ANW-120S, Seattle Area Aircraft Certification Office, FAA Northwest Region, 9010 East Marginal Way South, Seattle, Washington 98108, telephone (206) 767-2516.

History

One escape slide failed during a deployment due to corrosion on the

bayonet/spring type mechanical restraint. A survey of the operators reveal some corrosion on the off-wing slide restraints.

The bayonet/spring restraints were required to be installed on some of these escape slides by AD 70-26-01. This action takes precedence over the requirements of the previous AD for the off-wing slides and this installation is considered an equivalent modification to the bayonet/spring restraints required by that AD.

Public Participation

This amendment is based on a Notice of Proposed Rule Making (NPRM) (45 FR 54072, August 14, 1980). All interested persons have been given an opportunity to participate in the rulemaking of the amendment and due consideration has been given to all matters presented. Three comments were received.

Discussion of Comments

One commenter stated that aside from the one failure, only light corrosion on a few off-wing mechanical restraints has been found. The commenter recommended retrofit of the fleet, but that no AD action be taken to require replacement of all mechanical restraints; however, if AD action is taken, it was recommended that interior mounted slides be excluded.

The FAA has received no reports of corrosion on interior mounted slides and believes that the corrosion problem is limited to the offwing slides. The proposed rule, therefore, has been changed to exclude interior mounted slides.

Another commenter stated that most operators have their slides on a three year overhaul schedule and a shorter compliance time would result in excessive expenditures, and that based on the service history, the modification could be accomplished at the next scheduled overhaul without compromising safety.

The FAA, after reconsideration, concurs that the compliance time may be extended. As stated earlier, the corrosion problem does not affect interior mounted escape slides and further, a survey of the operators shows a smaller number of corroded parts than originally thought. Accordingly, the proposal is modified to extend the final compliance date from one to three years.

The third commenter would like to be "assured" that no escape slide failures would be caused by this problem between now and the final compliance time; otherwise, it was recommended that the compliance time be revised downward.

The FAA cannot "guarantee" there

will be no more escape slide failures. However, consideration of the data with respect to the scope of the problem and service history does not justify establishing a compliance time which is unnecessarily short or which would create an undue economic burden to the operators involved. On the other hand, modification is necessary and is mandated. The revised schedule will eliminate the safety problem, without unnecessarily penalizing the operators.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new Airworthiness Directive:

Boeing: Applies to all Model 747 airplanes equipped with B. F. Goodrich off-wing slides:

A. Within three (3) years after the effective date of this AD, unless already accomplished, install shear pin mechanical restraints to affected off-wing escape slides in accordance with B. F. Goodrich Service Bulletin 25-054 dated March 4, 1980, or later FAA approved revisions, or in a manner approved by the Chief, Seattle Area Aircraft Certification Office, FAA Northwest Region.

B. Upon request of the operator, an FAA maintenance inspector, subject to prior approval by the Chief, Seattle Area Aircraft Certification Office, FAA Northwest Region, may adjust the compliance date if the request contains substantiating data to justify the change.

Note.—This installation is considered an equivalent modification to the bayonet/spring restraints required by Amendment 39-1128 (35 FR 19170) AD 70-26-01.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.89).

Note.—The FAA has determined that this document involves a regulation which is not considered to be significant under the provisions of Executive Order 12044, as implemented by Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979).

Issued in Seattle, Washington, on November 18, 1980.

Charles R. Foster,
Director, Northwest Region.

The incorporation by reference provisions in the document were approved by the Director of the Federal Register on June 19, 1967.

[FR Doc. 80-36832 Filed 11-26-80; 8:45 am]

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