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DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

7 CFR Part 917

[Peach Reg. 12, Amdt. 1]

Fresh Pears, Plums, and Peaches Grown in California; Grade and Size Requirements

Correction

In FR Doc. 80-19948, in the issue of Wednesday, July 2, 1980, appearing at page 44917, § 917.452(a)(5)(i) should be corrected as follows:

On page 44918, the first column, the sixth full paragraph, line 2, now reading "molded forms (tray pack) in a No. 22DF" should be corrected to read "molded forms (tray pack) in a No. 22D".

BILLING CODE 1505-01-M

Commodity Credit Corporation

7 CFR Part 1425

Cooperative Marketing Associations: Eligibility; Requirements for Price Support, Amendment 4

AGENCY: Commodity Credit Corporation, USDA.

ACTION: Final rule.

SUMMARY: This rule amends the regulations which set forth the eligibility requirements which cooperative marketing associations must comply with in order to participate in authorized price support programs. This amendment permits an approved cooperative to develop a marketing method and test it on a pilot basis without adversely impacting on a large number of members before making the marketing method available to all members.

EFFECTIVE DATE: July 17, 1980.

FOR FURTHER INFORMATION CONTACT: Dale W. Wilson, Cooperative Section, PSL Division, ASCS, U.S. Department of Agriculture, P.O. Box 2415, Washington, D.C., 20013 (202) 447-5953. The final impact statement describing the options considered in developing this final rule and the impact of implementing the selected option is available on request from the above individual.

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." On Thursday, April 10, 1980, a notice of proposed rulemaking was published in the Federal Register (45 FR 24492) announcing that the Commodity Credit Corporation (CCC) was considering amending 7 CFR Part 1425, Cooperative Marketing Associations, Eligibility Requirements for Price Support, to permit a cooperative to offer an alternative marketing method on a pilot or limited membership basis for a two year period before making such option available to the total membership without forfeiting eligibility for price support.

Comments were solicited on the proposed rule and interested persons were given sixty (60) days to express their views. Five comments were received. All comments favored the proposed amendment and indicated that the very reason for implementing the pilot project was to test the mechanics of a marketing method in order to insure that it functions as intended for the benefit of the producer. In compliance with Secretary's Memorandum No. 1955 and "Improving USDA Regulations" (43 FR 50988), initiation of review of these regulations contained in 7 CFR Part 1425 for need, currency, clarity, and effectiveness will be made within the next five years.

Final Rule

Accordingly, the regulations of 7 CFR 1425.9 are amended to read as follows:

§1425.9 Uniform Marketing Agreement.

Any quantity of a commodity on which price support is obtained and any other quantity of such commodity, which is included in the same pool with a quantity of the commodity on which price support is obtained, must be delivered to the cooperative by its

members for marketing pursuant to a uniform marketing agreement between the cooperative and each of its members who delivered such commodity to the cooperative. A cooperative may provide alternative methods of marketing in addition to any set forth in its marketing agreement if the terms and conditions thereof are reasonable and information concerning such methods of marketing and how to exercise available options are made available to all active members. In addition, when authorized by CCC, an approved cooperative may offer additional marketing methods on a pilot (limited membership) basis for up to two crop years before making such marketing available to all members. If the pilot marketing method is adopted as a permanent marketing method by the cooperative, information concerning the method and how to participate in it shall be made available to all active members. Such information may be published in the cooperative's membership publication or included in other written notices mailed to all active members.

(Secs. 4 and 5, 62 Stat. 1070, as amended (15 U.S.C. 714 b and c); secs. 101, 103, 105A, 107A, 201, 301, 401, 63 Stat. 1051, as amended (7 U.S.C. 1441, 1444(f), 1444c, 1445b, 1446, 1447, 1421(a)))

Signed at Washington, D.C. on July 9, 1980.

Ray Fitzgerald,

Executive Vice President, Commodity Credit Corporation.

[FR Doc. 80-21325 Filed 7-16-80; 8:45 am]

BILLING CODE 3410-05-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 11, 91, 121, 135, and 137

[Docket No. 20515; Amdt. Nos. 11-19; 91-166; 121-163; 135-6; 137-11]

Redelegation of Authority

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: These amendments redelegate authority formerly held by the Director, Flight Standards Service, to the Director of Airworthiness or the Director of Flight Operations, as appropriate. These amendments are necessary because of a reorganization within FAA Headquarters.

EFFECTIVE DATE: September 10, 1980.

FOR FURTHER INFORMATION CONTACT: Mr. Eli Newberger, Regulatory Projects Branch (AVS-24), Safety Regulations Staff, Associate Administrator for Aviation Standards, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591, Telephone (202) 755-8716.

SUPPLEMENTARY INFORMATION: In 1979 Flight Standards Service was reorganized under the Associate Administrator for Aviation Standards. Flight Standards Service was abolished and the Offices of Airworthiness, Flight Operations, and Aviation Safety were established. References to the Director, Flight Standards Service, contained in the Federal Aviation Regulations need to be redelegated to the appropriate new office. In addition, since § 11.49(b)(2) was deleted by Amendment 11-18 (45 FR 38342), § 11.49(b)(3) is designated § 11.49(b)(2).

Notice and Public Procedure

Since these amendments are editorial and administrative in nature and impose no burden on the public, I find that notice and public procedure are unnecessary.

The Amendments

Accordingly, Parts 11, 91, 121, 135, and 137 of the Federal Aviation Regulations (14 CFR Parts 11, 91, 121, 135, 137) are amended, effective September 10, 1980 as follows:

§ 11.49 [Amended]

1. By amending § 11.49(b)(3) by redesignating it as § 11.49(b)(2) and by deleting the phrase "Flight Standards Service" and inserting the phrase "Office of Flight Operations" in its place.

§§ 11.81 and 91.41 [Amended]

2. By amending §§ 11.81(b) and 91.41(c) by deleting the phrase "Director, Flight Standards Service" and inserting the phrase "Director of Airworthiness" in its place.

§§ 91.50, 121.77, 135.10, 135.153 and 137.17 [Amended]

3. By amending §§ 91.50(b), 121.77(c), 135.10(d), 135.153(b)(1), and 137.17(d) by deleting the phrase "Director, Flight Standards Service" and inserting the phrase "Director of Flight Operations" in its place.

§ 121.79 [Amended]

4. By amending § 121.79 (b) and (d) by deleting the phrase "Director, Flight Standards Service" and inserting in its place the phrase "Director of Airworthiness for amendments

pertaining to airworthiness or the Director of Flight Operations for amendments pertaining to flight operations".

§ 135.17 [Amended]

5. By amending § 135.17 (c) and (d) by deleting the phrase "Director, Flight Standards Service" and inserting in its place the phrase "Director of Airworthiness for amendments pertaining to airworthiness or the Director of Flight Operations for amendments pertaining to flight operations".

6. By revising § 135.39(d) to read as follows:

§ 135.39 Management personnel qualifications.

* * * * *

(d) Deviations from this section may be authorized if the person has had equivalent aeronautical experience. The Director of Airworthiness may authorize a deviation for a director of maintenance. The Director of Flight Operations may authorize a deviation for a director of operations or a chief pilot.

(Sections 313(a), 314(a), 601 through 610, and 1102 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421 through 1430, and 1502); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Note.—The Federal Aviation Administration has determined that this document involves a regulation that is not significant under Executive Order 12044, as implemented by the Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). In addition, since these documents are editorial in nature and impose no additional burden on any person, the Federal Aviation Administration has determined that there will be no economic impact and thus no evaluation is required.

Issued in Washington, D.C., on July 8, 1980.

Langhorne Bond,

Administrator.

[FR Doc. 80-21074 Filed 7-16-80; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 79-EA-69, Amdt. 39-3825]

Semco Hot Air Balloons, T, TC4-A, and Challenger Models; Airworthiness Directives

Correction

In FR Doc. 80-19812 appearing at page 45258 in the issue of Thursday, July 3, 1980, make the following correction:

On page 45261, center column, change the fourth and fifth lines of paragraph "4" from "... thereafter, whichever occurs first. 215.5. Equivalent

inspections, alterations and ..." to read as follows:

"... thereafter, whichever occurs first.

5. Equivalent inspections, alterations and ..."

BILLING CODE: 1505-01-M

14 CFR Part 39

[Docket No. 80-NW-12-AD; Amdt. 39-3821]

Airworthiness Directives; Boeing Model 707-720 Series Airplanes; Correction

AGENCY: FAA, DOT.

ACTION: Correction of effective date.

SUMMARY: In FR Doc. 80-19583, appearing at page 43695, in the issue of Monday, June 30, 1980, the effective date should read August 9, 1980.

FOR FURTHER INFORMATION CONTACT: Gary D. Lium, (206) 767-2500.

Issued in Seattle, Washington, on July 3, 1980.

E. O'Connor,

Acting Director, Northwest Region.

[FR Doc. 80-21036 Filed 7-16-80; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 80-NW-5-AD; Amdt. 39-3823]

Airworthiness Directives; Boeing Model 727-200 Series Airplanes; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Correction of effective date.

SUMMARY: In FR Doc. 80-19557, appearing at page 43696 in the issue of Monday, June 30, 1980, which adopted an Airworthiness Directive for Boeing Model 727-200, the effective date should read August 10, 1980.

FOR FURTHER INFORMATION CONTACT: Gary D. Lium, (206) 767-2500.

Issued in Seattle, Washington, on July 3, 1980.

E. O'Connor,

Acting Director, Northwest Region.

[FR Doc. 80-21035 Filed 7-16-80; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 80-CE-19-AD; Amdt. 39-3844]

Airworthiness Directives; Cessna Models 310R, 335, 340A, 402C, 404, 414A, and 421C Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adds a new Airworthiness Directive (AD), applicable to certain Cessna Models 310R, 335, 340A, 402C, 404, 414A, and 421C airplanes. It requires inspection of the Cessna P/N 9910395-9 fuel flow transducer on each engine for serial number, and replacement of the transducer if the serial number is included in the Block 2364 through 2930. This action is necessary because it has been determined that the transducer cap may not be properly bonded in the transducer body and may separate from the body. There has been one instance where cap separation allowed fuel leakage and resulted in an engine compartment fire.

EFFECTIVE DATE: July 22, 1980, to all persons except those to whom it has already been made effective by an airmail letter from the FAA dated June 24, 1980.

COMPLIANCE: As prescribed in the body of the AD.

FOR FURTHER INFORMATION CONTACT: Leon Edwards, Aerospace Engineer, Aircraft Certification Program, Federal Aviation Administration, Room 238, Terminal Building No. 2299, Mid-Continent Airport, Wichita, Kansas 67209; Telephone (316) 942-7927.

SUPPLEMENTARY INFORMATION: The FAA has determined that the problem described in the summary is an unsafe condition which is likely to exist or develop in other airplanes of the same type design. The agency also determined that an emergency situation existed, that immediate corrective action was required, and that notice and public procedure thereon was impractical and contrary to the public interest. Accordingly, the FAA notified all known registered owners of the airplanes affected by the AD by airmail letter dated June 24, 1980. The AD became effective as to these individuals upon receipt of the letter. Since the unsafe condition described herein may still exist on other Cessna Models 310R, 335, 340A, 402C, 404, 414A, and 421C airplanes, the AD is being published in the Federal Register as an Amendment to Part 39 of the Federal Aviation Regulations (14 CFR Part 39) to make it effective to all persons who did not receive the letter notification.

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.

Cessna: Applies to the following Model 310R, 335, 340A, 402C, 404, 414A, and 421C airplanes certificated in all categories:

Model	Serial number
310R	1985.
335	0044, 0049, 0052, and 0059.
340A	0959, 0961, 0962, 0967, 0972, 0978, 0982, 0983, 0984, 0985, 0988, 1002, 1003, 1012, 1014, and 1019.
402C	0259, 0263, 0275, 0283, and 0288.
404	0612, 0620, 0623, and 0628.
414A	0457, 0458, 0463, 0464, 0466, 0469, 0470, 0472, 0475, 0478, 0482, 0483, 0485, 0487, 0490, 0495, and 0497.
421C	0823 through 0866, 0869, and 0870.

COMPLIANCE: Required as indicated unless already accomplished.

To preclude failure of the fuel flow transducer and resultant leakage of fuel within the engine compartment, prior to further flight accomplish the following on both engines:

(A) Remove engine cowling and inspect Cessna P/N 9910395-9 (Aerosonics Corp. 33184-2) fuel flow transducer on each engine for serial number.

(B) If the P/N 9910395-9 transducer has a serial number included in the block 2364 through 2930, replace the transducer prior to further flight with a transducer whose serial number is not included in the block 2364 through 2930, reinstall the engine cowling, and accomplish Item D of this AD.

(C) If the P/N 9910395-9 transducer serial number is not included in block 2364 through 2930, reinstall the engine cowling and accomplish Item D of this AD.

(D) Make the prescribed entry in the aircraft maintenance record indicating compliance with this AD when B or C has been accomplished.

(E) Any equivalent method of compliance with this AD must be approved by the Chief, Aircraft Certification Program, Federal Aviation Administration, Room 238, Terminal Building #2299, Mid-Continent Airport, Wichita, Kansas 67209.

This amendment becomes effective on July 22, 1980, to all persons except those to whom it has already been made effective by an airmail letter from the FAA dated June 24, 1980.

(Secs. 313(a), 601 and 603 of the 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)); Sec. 11.89 of the Federal Aviation Regulations (14 CFR Sec. 11.89))

Note.—The FAA has determined that this document involves a regulation which is not significant under Executive Order 12044, as implemented by Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). A copy of the evaluation prepared for this document is contained in the docket. A copy of it may be obtained by writing to the Federal Aviation Administration, Central Region, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on July 7, 1980.

John E. Shaw,

Acting Director, Central Region.

[FR Doc. 80-21159 Filed 7-16-80; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 20514; Amdt. 39-3846]

Airworthiness Directives; Short Brothers Limited Model SD3-30 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) which requires a periodic inspection, and replacement as necessary, of the fuel system gravity feed check valves on certain Short Brothers Limited Model SD3-30 series airplanes. The AD is prompted by reports of the check valve failing in the closed position during flight operations. Failure of the valve in that position can stop the flow of fuel to the engine and cause engine flameout during certain flight operations with certain fuel quantities contained in the fuel tank.

DATES: Effective July 28, 1980. Compliance schedule—as prescribed in the body of the AD.

ADDRESSES: The applicable service bulletin may be obtained from: Short Brothers Limited, P.O. Box 241, Airport Road, Belfast BT3 9DZ, Northern Ireland.

A copy of the service bulletin is contained in the rules docket for this amendment in Room 916, 800 Independence Avenue, S.W., Washington, D.C. 20591.

FOR FURTHER INFORMATION CONTACT:

A. Astorga, Acting Chief, Aircraft Certification Staff, AEU-100, Europe, Africa, and Middle East Office, FAA, c/o American Embassy, Brussels, Belgium, telephone: 513.38.30, or C. Chapman, Chief, Policy Standards Section, AWS-111, FAA, 800 Independence Avenue, S.W., Washington, D.C. 20591, telephone: 202-426-8192.

SUPPLEMENTARY INFORMATION: The FAA has received reports of failures of certain fuel system gravity feed check valves in the closed position on certain Short Brothers Limited Model SD3-30 series airplanes, which can stop the flow of fuel to an engine and result in engine flameout. Since this condition is likely to exist or develop on other airplanes of the same type design, an airworthiness directive is being issued which requires