

§ 400.308 Notice of Nonstandard Classification.

(a) The Corporation will give written notice to all persons to whom a Nonstandard Classification will be assigned. The notice will give the Nonstandard Classification and the person's rights and responsibilities according to this subpart.

(b) The person, upon receiving notice from the Corporation, will be responsible for giving notice of the Nonstandard Classification to any other person with an insurable interest affected by the classification. The person will give notice to any other affected person:

(1) Prior to the sales closing date if the other affected person has an established insurable interest at the time the classified person is notified by the Corporation; or

(2) Prior to the Classified person's establishing an insurable interest of another person that will be affected by the classification.

§ 400.309 Requests for reconsideration.

(a) Any person to be assigned a Nonstandard Classification under this subpart will be notified of and allowed not less than 45 days from the date notice is received to request reconsideration before the Nonstandard Classification becomes effective. The request will be considered to have been made when received, in writing, by the Corporation.

(b) Upon receipt of a timely request for reconsideration from the person to whom the classification will be assigned, the Corporation will:

(1) Review all information supplied by, and respond to all questions raised by the individual, or

(2) In the absence of information and questions, review insurance experience and determinations for compliance with this subpart and report review results to the individual requesting reconsideration.

(c) Upon review of a request for reconsideration, the classification to be assigned will be corrected for:

(1) Errors and omissions in insurance experience;

(2) Incorrect calculations under procedures in this subpart, and

(3) Typographical errors.

(d) If the review finds no cause for change, the classification will be assigned and placed on file in the actuarial tables for the county.

(e) If a request for reconsideration has not been timely made by a person within the 45 days as prescribed by this section, appeal rights under regulations contained in 7 CFR part 400, subpart J, and subsequent regulations, will be

considered to have been waived by that person with regard to the Nonstandard Classification.

(f) Any person not satisfied by a determination of the Corporation upon reconsideration may further appeal under the provisions of 7 CFR part 400, subpart J.

Done in Washington, DC, on July 16, 1990.

David W. Gabriel,

Acting Manager, Federal Crop Insurance Corporation.

[FR Doc. 90-18778 Filed 8-9-90; 8:45 am]

BILLING CODE 3410-08-M

Agricultural Marketing Service**7 CFR Part 989**

[FV-90-150FR]

Raisins Produced From Grapes Grown in California, Changing the Definition of the Dipped Seedless Varietal Type

AGENCY: Agricultural Marketing Service, USDA.

ACTION: Final rule.

SUMMARY: This final rule revises the administrative rules and regulations of the marketing order regulating raisins produced from grapes grown in California. This action revises the definition of the Dipped Seedless varietal type to include only dehydrated seedless grapes that possess characteristics similar to the Thompson Seedless variety. This action is necessary because dehydrators have begun making raisins from other seedless varieties of grapes which do not have similar characteristics to the traditional Dipped Seedless raisin. This action was unanimously recommended by the Raisin Administrative Committee (Committee), which is responsible for local administration of the marketing order.

EFFECTIVE DATE: August 10, 1990.

FOR FURTHER INFORMATION CONTACT: Patricia A. Petrella, Marketing Specialist, Marketing Order Administration Branch, Fruit and Vegetable Division, AMS, USDA, room 2525-S, P.O. Box 96456, Washington, DC 20090-6456; telephone: (202) 475-3920.

SUPPLEMENTARY INFORMATION: This final rule is issued under marketing agreement and Order No. 989 (7 CFR part 989), both as amended, regulating the handling of raisins produced from grapes grown in California, hereinafter referred to as the "order." The order is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), hereinafter referred to as the "Act."

This final rule has been reviewed by the U.S. Department of Agriculture (Department) in accordance with Departmental Regulation 1512-1 and the criteria contained in Executive Order 12291 and has been determined to be a "non-major" rule.

Pursuant to requirements set forth in the Regulatory Flexibility Act (RFA), the Administrator of the Agricultural Marketing Service (AMS) has considered the economic impact of this action on small entities.

The purpose of the RFA is to fit regulatory actions to the scale of business subject to such actions in order that small businesses will not be unduly or disproportionately burdened. Marketing orders issued pursuant to the Act, and rules issued thereunder, are unique in that they are brought about through group action of essentially small entities acting on their own behalf. Thus, both statutes have small entity orientation and compatibility.

There are approximately 25 handlers of raisins who are subject to regulation under the raisin marketing order and approximately 5,000 producers in the regulated area. Small agricultural producers have been defined by the Small Business Administration (13 CFR 121.2) as those having annual receipts of less than \$500,000, and small agricultural service firms are defined as those whose annual receipts are less than \$3,500,000. The majority of producers and a minority of handlers of California raisins may be classified as small entities.

Section 989.10 of the marketing order provides that the Committee, with the approval of the Secretary, may change the list of varietal types. This action will amend § 989.110 of the rules and regulations by revising the definition of the Dipped Seedless varietal type.

Varietal type is defined in § 989.10 of the order to mean raisins generally recognized as possessing characteristics differing from other raisins in a degree sufficient to make necessary or desirable separate identification and classification. Therefore, a particular varietal type of raisin defined in the rules and regulations would include raisins with similar characteristics and market uses. Raisins are separated into varietal types for the purpose of applying the order's quality and volume regulations.

This action could also have an impact in connection with volume regulations. For example, more production could be reported in the Other Seedless and Monukka categories and less production in the Dipped Seedless categories once this change is made.

Section 989.110(b) currently provides that the Dipped Seedless varietal type includes all raisins produced by artificial dehydration of seedless grapes which, in order to expedite drying, have been dipped or sprayed with water only after such grapes have been removed from the vine. Seedless grapes would include Thompson Seedless, Ruby Seedless, Kings Ruby Seedless, Flame Seedless, and Monukka. Therefore, under the current definition of Dipped Seedless, all of the above-listed grape varieties that are dehydrated using the method to make Dipped Seedless raisins are classified as such.

Historically, dehydrators have used the Thompson Seedless grape variety (green seedless grapes) to make raisins which are categorized as Dipped Seedless raisins. The marketing order defines a dehydrator as any person who produces raisins by dehydrating grapes by artificial means (7 CFR 989.12). Recently, dehydrators have begun to dehydrate Ruby Seedless, Kings Ruby Seedless, Flame Seedless, and Monukka grapes (red seedless grapes) to make raisins. Dehydrators have reported, as required by the current definition and the reporting requirements, these dehydrated raisins as belonging to the Dipped Seedless varietal type category.

However, dehydrated Ruby Seedless, Kings Ruby Seedless, and Flame Seedless grapes have characteristics that more closely resemble those in the Other Seedless varietal type, and dehydrated Monukka grapes have characteristics that more closely resemble those in the Monukka varietal type. Therefore, the Committee has recommended that the definition of the Dipped Seedless varietal type include only dehydrated seedless grapes that possess characteristics similar to the Thompson Seedless variety. Thus, raisins made from dehydrated Ruby Seedless, Kings Ruby Seedless, and Flame Seedless grapes would be more appropriately categorized in the Other Seedless raisin varietal type, and raisins made from dehydrated Monukka grapes would be more appropriately categorized in the Monukka varietal type. Thus, no additional changes in the varietal type definitions are necessary.

A proposed rule on this action was published in the *Federal Register* on June 8, 1990 [55 FR 23445]. That rule provided that interested persons could file written comments through July 9, 1990. No comments were received.

Based on the above information, the Administrator of the AMS has determined that issuance of this final rule will not have a significant economic impact on a substantial number of small entities.

After consideration of all relevant information presented, including the Committee's recommendations, and other information, it is found that this action, as hereinafter set forth, will tend to effectuate the declared policy of the Act.

Pursuant to 5 U.S.C. 553, it is further found and determined that good cause exists for not postponing the effective date of this action until 30 days after publication in the *Federal Register* because: (1) The crop year begins on August 1, 1990; (2) producers could begin delivering raisins soon and handlers are required to report deliveries by varietal type; and (3) handlers are aware of this action, which was recommended by the Committee at an open meeting, and need no additional time to comply with this change.

List of Subjects in 7 CFR Part 989

Grapes, Marketing agreements, Raisins, Reporting and recordkeeping requirements.

For the reasons set forth in the preamble, 7 CFR part 989 is amended as follows:

PART 989—RAISINS PRODUCED FROM GRAPES GROWN IN CALIFORNIA

1. The authority citation for 7 CFR part 989 continues to read as follows:

Authority: Sections 1-19, 48 Stat. 31, as amended, 7 U.S.C. 601-674.

Subpart—Administrative Rules and Regulations

2. Section 989.110 is amended by revising paragraph (b) to read as follows:

Note: This section will appear in the annual Code of Federal Regulations.

§ 989.110 Varietal types.

(b) Dipped Seedless includes all raisins produced by artificial dehydration of seedless grapes that possess the characteristics similar to Thompson Seedless grapes which, in order to expedite drying, have been dipped in or sprayed with water only after such grapes have been removed from the vine.

Dated: August 6, 1990.

William J. Doyle,

Associate Deputy Director, Fruit and Vegetable Division.

[FR Doc. 90-18773 Filed 8-9-90; 8:45 am]

BILLING CODE 3410-02-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 83-ASW-38; Amdt. 39-6686]

Airworthiness Directives; Enstrom Helicopter Model F-28A, F-28C, F-28C-2, F-28F, 280, 280C, and 280F Series Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Enstrom helicopters, which supersedes an existing AD. The new AD requires a material hardness check, repetitive inspections and lubrication, and imposes a 1200-hour time in service life limit on tail rotor drive shaft couplings used on certain models. This AD is needed to prevent a tail rotor drive shaft coupling failure which, in turn, could result in loss of directional control of the helicopter.

EFFECTIVE DATE: September 7, 1990.

ADDRESSES: The applicable service bulletin, Enstrom Service Directive Bulletin 0065, Revision A, dated June 1, 1984, may be obtained from Enstrom Helicopter Corporation, P.O. Box 277, Menominee, Michigan 49858. A copy of the service bulletin may be examined in the Regional Rules Docket, Office of the Assistant Chief Counsel, Federal Aviation Administration, 4400 Blue Mound Road, Building 3B, Room 158, Fort Worth, Texas.

FOR FURTHER INFORMATION CONTACT: Joseph H. McGarvey, ACE-120C, Chicago Aircraft Certification Office, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, IL 60018; telephone (312) 694-7136.

SUPPLEMENTARY INFORMATION: Airworthiness Directive AD 83-18-04, Amendment 39-4721 (48 FR 41756, September 19, 1983), currently requires repetitive inspections for wear and proper spline tooth contact, replacement as necessary, lubrication, and reassembly. After issuing AD 83-18-04, the FAA has determined that inadequate material hardness may contribute to excessive wear and that as a result of a recent strain survey, Enstrom splined coupling, part number (P/N) 28-13609-1, should no longer be inspected, lubricated, and returned to service without a service life limit. Therefore, the FAA is superseding AD 83-18-04 and replacing it with a new AD

which requires a one-time hardness check, repetitive inspections for wear, and replacement, if necessary, because of excessive wear or inadequate hardness. Further, those tail rotor drive shaft couplings having 1200 hours' time in service must be removed from service.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

The regulations adopted herein will not have substantial direct effects on 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation and that it is not considered to be major under Executive Order 12291. It is impracticable for the agency to follow the procedures of Executive Order 12291 with respect to this rule since the rule must be issued immediately to correct an unsafe condition in aircraft. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR 39.13) as follows:

PART 39—[AMENDED]

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 1354(a), 1421 and 1423; 49 U.S.C. 106(g) (Revised Public Law 97-449, January 12, 1983); and 14 CFR 11.89.

§ 39.13—[Amended]

2. Section 39.13 is amended by adding the following new AD:

Enstrom Helicopter Corporation: Applies to all Enstrom Model F-28A, F-28C, F-28C-2, 280, and 280C series helicopters; to Model F-28F series helicopters with serial numbers (S/N's) 506, 507, 509, 510, 511, 512, 513, 514, 515, 517, 527, 700, 701, 702, and 704; and to Enstrom Model 280F series helicopter with S/N's 1212 and 1500. (Docket Number 83-ASW-39)

Compliance is required as indicated, unless already accomplished.

To prevent tail rotor drive shaft coupling failure that could result in loss of directional control and possible loss of the helicopter, accomplish the following:

(a) Within 5 hours' time in service after the effective date of this AD, determine if splined tail rotor drive shaft couplings, P/N 28-13009-1, are installed. Enter the part number of the tail rotor drive shaft couplings that are installed, the number of hours time in service, and the date in the log book.

Note: There are two tail rotor drive shaft coupling for each aircraft and there are two couplings designs approved for use on Enstrom helicopters: (1) the splined coupling, P/N 28-13609-1, and, (2) the 7-plate flex pack coupling (Dana Corp. Element No. A005-1992).

(b) For splined couplings found to have P/N 28-13609-1—

(1) Before further flight, remove from service and replace with an airworthy coupling any splined coupling which has 1200 or more hours' time in service;

(2) Before further flight, disassemble the tail rotor drive shaft couplings with less than 1200 hours' time in service and accomplish the following:

(i) Visually and dimensionally inspect for wear and proper tooth contact in accordance with Figure 1. Measure the height of the spline crown shown in Figure 2 at the center with a steel scale (having graduations of 1/100 inch) and a 10 power glass. Replace with airworthy parts and couplings that have a center crown height of less than 0.015 inch.

(ii) Test both the male and female portions of the coupling for material hardness. Test the male portion on the inner circular face as shown in Figure 3. Test the end of the stud of the female portion as shown in Figure 4. Use three readings and average the readings.

Replace with airworthy parts any couplings which have average readings below 25 on the Rockwell "C" scale.

(iii) Magnetic particle inspect both portions of those couplings that have been installed on aircraft having a history of crash damage. Replace any couplings found to be cracked with airworthy parts.

(iv) Lubricate and reassemble couplings which meet the requirements of this paragraph before return to service.

Note: Enstrom Service Directive Bulletin 0065, Revision A, dated June 1, 1984, and the Maintenance Manual/Maintenance Manual Supplement for the respective models pertain to these procedures.

(3) At intervals not to exceed 100 hours' time in service after the initial inspection of paragraph (b)(2), partially disassemble the forward and aft tail rotor drive shaft couplings, P/N 28-13609-1. Repack the couplings with LE3752, Andok-B, Shell-14, Shell-16, or any grease meeting MIL-C-18709, prior to return to service;

Note: Enstrom Maintenance Manual, pages MM 3-5, MM 3-6, and MM 3-7 pertain to this procedure.

(4) Within 600 hours' time in service or at the next annual inspection, whichever occurs first after the initial inspections of paragraph (b)(2), and thereafter at each annual inspection, inspect and lubricate the forward and aft tail rotor drive shaft couplings in accordance with paragraphs (b)(2)(i) and (b)(2)(iv) of this AD; and

(5) Before reaching 1200 hours' time in service, replace with airworthy parts all couplings with P/N 28-13609-1.

(c) Rotorcraft that have Enstrom 7-plate flex pack couplings, P/N 28-01041-1, are exempt from the requirements of paragraph (b) of this AD.

(d) An alternate method of compliance, which provides an equivalent level of safety, may be used when approved by the Manager, Chicago Aircraft Certification Office, FAA, 2300 East Devon Avenue, room 232, Des Plaines, Illinois 60018.

(e) In accordance with sections 21.197 and 21.199, flight is permitted to a base where the maintenance required by this AD may be accomplished.

This amendment supersedes AD 83-18-04, Amendment 39-4721.

This amendment become effective on September 7, 1990.

Issued in Fort Worth, Texas on July 30, 1990.

Henry A. Armstrong,

*Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.*

BILLING CODE 4910-13-M



Figure 1. Checking inner spline wear on coupling.

NOTE: Tooth wear is measured by placing a 6 inch steel rule parallel to the crown at the top edge of the driven side. A piece of .125 x .010 inch shim stock is then placed between the tooth and the rule, and pressing the rule against the tooth, check if the shim can be removed. If the shim slips out, the coupling is to be rejected and replaced with an airworthy component.

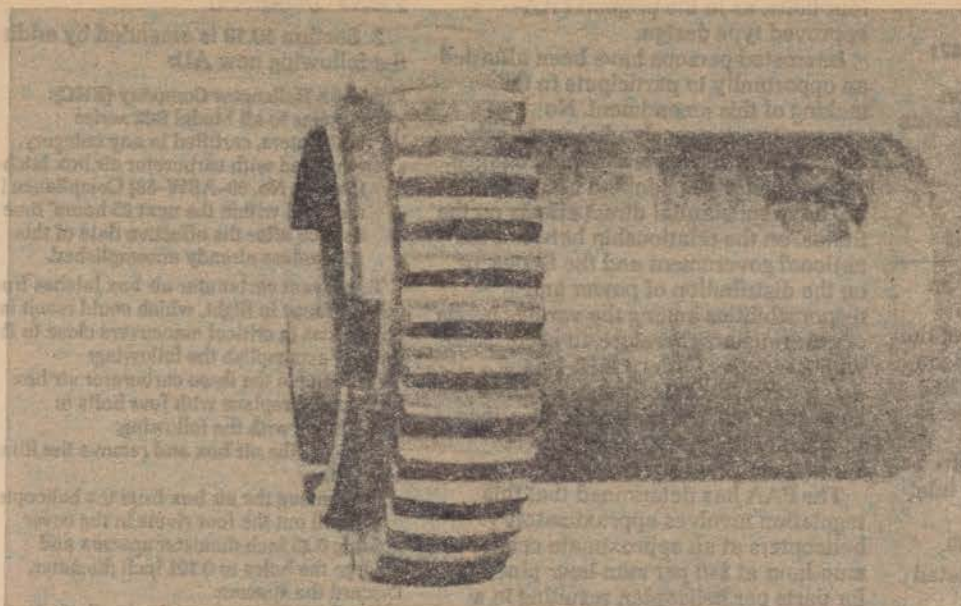


Figure 2. Checking outer spline wear on male coupling.

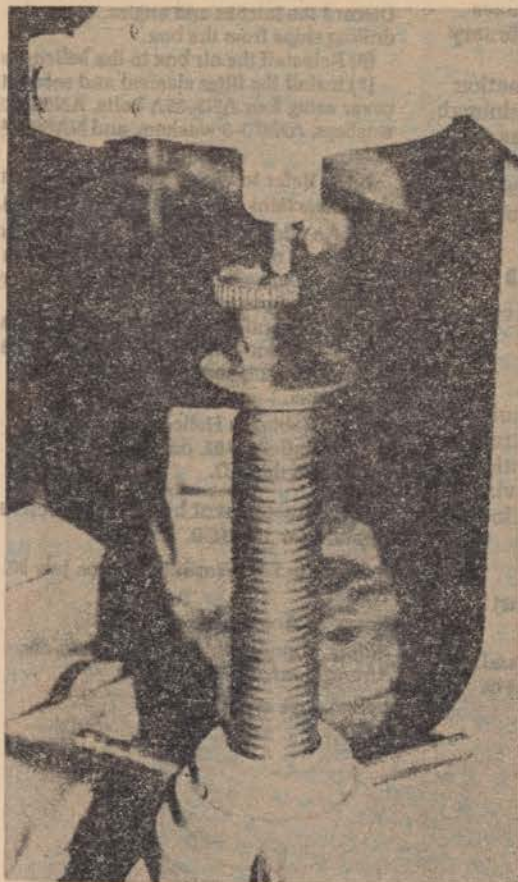


Figure 3.
Checking hardness on male
portion of coupling.



Figure 4.
Checking hardness on female
portion of coupling.

14 CFR Part 39

[Docket No. 89-ASW-58; Amdt. 39-6687]

Airworthiness Directives; Robinson Helicopter Company, Model R22 Series Helicopters**AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule.

SUMMARY: This amendment adopts an airworthiness directive (AD) which requires removal and replacement of the carburetor air box latches on Robinson Helicopter Company (RHC) Model R22 series helicopters. The AD is needed to prevent carburetor air box latches coming loose in flight with the result that air filters block the carburetor inlet and cause loss of engine power.

EFFECTIVE DATE: September 10, 1990.

ADDRESSES: The applicable AD-related information may be obtained from: Robinson Helicopter Company, 24747 Crenshaw Boulevard, Torrance, California 90505, or may be examined in the Regional Rules Docket, FAA, Office of Assistant Chief Counsel, room 158, Building 3B, 4400 Blue Mound Road, Fort Worth, Texas.

FOR FURTHER INFORMATION CONTACT: Mr. Roy McKinnon, Aerospace Engineer, ANM-143L, FAA, Northwest Mountain Region, Los Angeles Aircraft Certification Office, 3229 E. Spring Street, Long Beach, California 90806-2425; telephone (213) 988-5247.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations to include an AD requiring removal of carburetor air box latches and replacement with bolts on Robinson Helicopter Company Model R22 Helicopters was published in the *Federal Register* on February 12, 1990 (55 FR 4850).

The proposal was prompted by reports of carburetor air box latches coming loose in flight and allowing the air filter to become dislodged which could cause loss of engine power and subsequent loss of the helicopter. RHC issued Service Bulletin No. 61, dated July 28, 1989, that provides instructions for removing the three carburetor air box latches and replacing them with

four bolts, as in the original FAA-approved type design.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received. Accordingly, the proposal is adopted without change.

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation involves approximately 77 helicopters at an approximate cost of 1 man-hour at \$40 per man-hour plus \$6.00 for parts per helicopter, resulting in a total cost of \$46 per helicopter and \$3,542 for the fleet of affected aircraft. Therefore, I certify that this action: (1) Is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal; and (4) 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.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR 39.13) as follows:

PART 39—[AMENDED]

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 1354(a), 1421 and 1423; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new AD:

Robinson Helicopter Company (RHC):

Applies to all Model R22 series helicopters, certified in any category, equipped with carburetor air box latches. (Docket No. 89-ASW-58) Compliance is required within the next 25 hours' time in service after the effective date of this AD, unless already accomplished.

To prevent carburetor air box latches from coming loose in flight, which could result in power loss in critical maneuvers close to the ground, accomplish the following:

- (a) Remove the three carburetor air box latches and replace with four bolts in accordance with the following:
 - (1) Open the air box and remove the filter element.
 - (2) Remove the air box from the helicopter.
 - (3) Drill out the four rivets in the cover holding 0.25 inch diameter spacers and enlarge the holes to 0.191 inch diameter. Discard the spacers.
 - (4) Close the cover, and using the holes in the cover as guides, drill four matching holes through the upper box in line with the holes in the cover.
 - (5) Open the air box and drill out all the rivets holding the latches to the cover. Discard the latches and angles. Clean the drilling chips from the box.
 - (6) Reinstall the air box to the helicopter.
 - (7) Install the filter element and secure the cover using four AN3-35A bolts, AN960-10L washers, AN970-3 washers, and NAS679A3 nuts.

Note: Refer to Figure 1 for accomplishing the instructions required by paragraph (a).

(b) An alternate method of compliance or adjustment of the compliance time, which provides an equivalent level of safety, may be used if approved by the Manager, Los Angeles Aircraft Certification Office, ANM-100L, FAA, Northwest Mountain Region, 3229 E. Spring Street, Long Beach, California 90806-2425.

Note: Robinson Helicopter Company Service Bulletin #61, dated July 28, 1989, pertains to this AD.

This amendment becomes effective September 10, 1990.

Issued in Fort Worth, Texas, on July 30, 1990.

Henry A. Armstrong,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

BILLING CODE 4910-13-M

SB 61

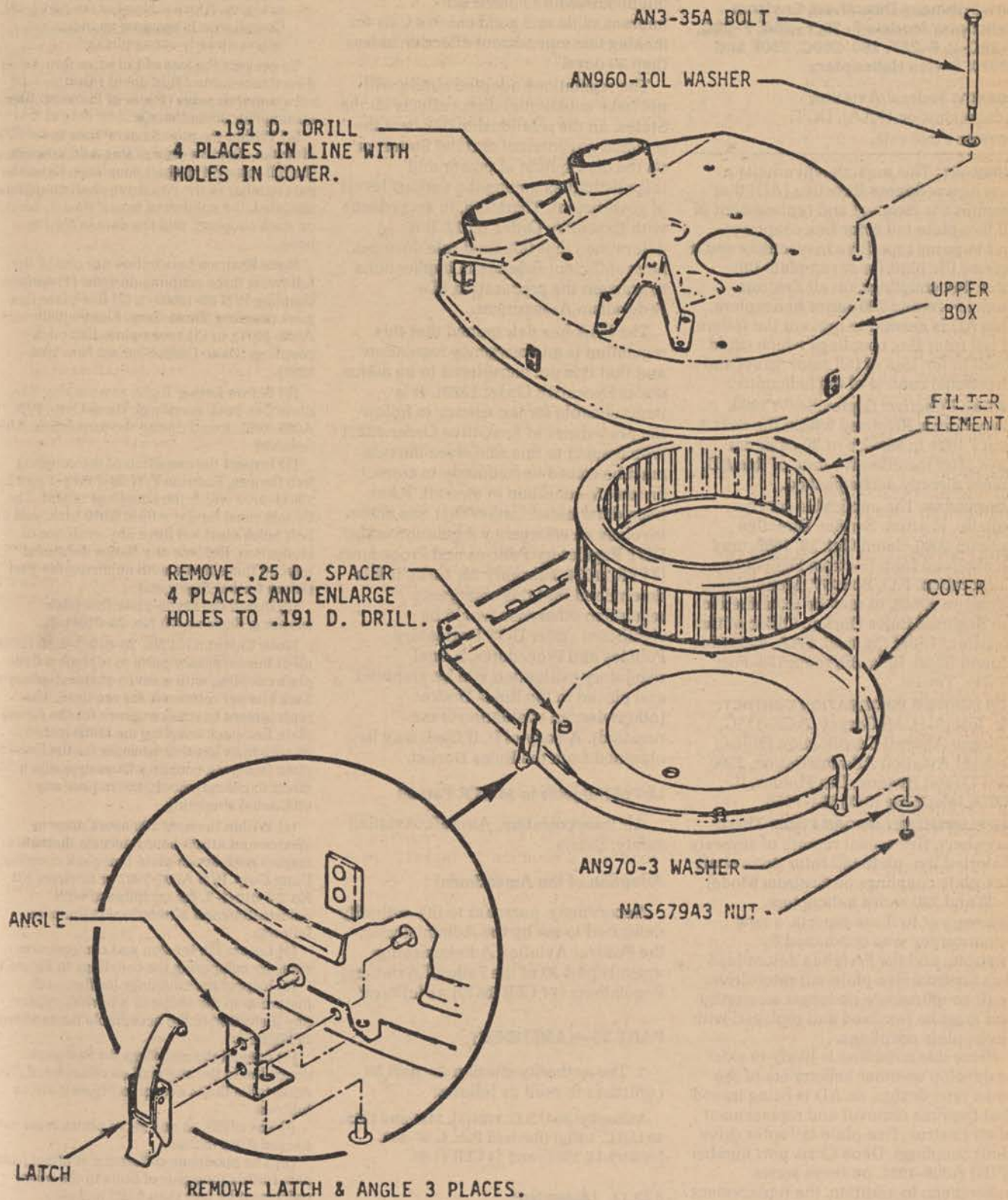


FIGURE 1