

circulation is necessary. However, use of the poly liner blocks air movement and may cause "sweating" and decay of the onions. Because satisfactory arrival condition is important to onion receivers, the committee recommended that the requirement for poly liners be removed. This should lessen the chances of receiver rejections due to excessive decay.

At the meeting, the committee also recommended permitting onions for fresh peeling, chopping, or slicing to be shipped in bulk bins, as authorized by the provision for experimental shipments in the handling regulation. Although bags and cartons provide better protection during shipping, the committee does not believe that such additional protection is necessary for onions moving to processing outlets. Handlers have found that both bags and cartons are more difficult to load and unload than are bulk containers. In addition, bags and cartons are more expensive to buy and only last for one shipment, while bins can be used repeatedly. Also, bags and cartons must be disposed of at the destination, an additional cost, while bins can be returned for further use.

Therefore, subparagraph (i) of paragraph (f)(3) *Experimental shipments*. is hereby revised to remove the requirement for a poly liner and be limited to shipments for peeling, slicing, and chopping, and redesignated as (f)(3) *Peeling, slicing, and chopping*. The remaining parts of paragraph (3) *Experimental shipments*. are redesignated (f)(4) *Experimental shipments*. but are otherwise unchanged. Both paragraphs (f)(3) and (f)(4) continue to be subject to the safeguards under paragraph (g).

In accordance with the Paperwork Reduction Act of 1988 (44 U.S.C. Chapter 35), the information collection requirements that are contained in this rule have been previously approved by the Office of Management and Budget (OMB) under the provisions of 44 U.S.C. Chapter 35 and have been assigned OMB number 0581-0074.

A proposed rule was published in the **Federal Register** on June 12, 1995 (60 FR 30794). That rule provided that interested persons could file comments through July 12, 1995. No comments were received.

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

After consideration of all relevant matter presented, including the information and recommendations submitted by the committee and other

available information, it is hereby found that this rule, as hereinafter set forth, will tend to effectuate the declared policy of the Act.

**List of Subjects in 7 CFR Part 959**

Marketing agreements, Onions, Reporting and recordkeeping requirements.

For the reasons set forth in the preamble, 7 CFR part 959 is hereby amended as follows:

**PART 959—ONIONS GROWN IN SOUTH TEXAS**

1. The authority citation for 7 CFR part 959 continues to read as follows:

**Authority:** 7 U.S.C. 601-674.

2. Paragraphs (f)(4) and (f)(5) of § 959.322 are redesignated (f)(5) and (f)(6) respectively; paragraphs (f)(3)(ii) and (f)(3)(iii) are redesignated (f)(4)(i) and (f)(4)(ii) and revised; paragraph (f)(3)(i) is redesignated as (f)(3) and revised; and the introductory text of paragraphs (g) and (g)(4) are revised to read as follows:

**§ 959.222 Handling regulation.**

\* \* \* \* \*

(f) \* \* \*  
 (3) *Peeling, chopping, and slicing.* (i) Upon approval of the committee, onions for peeling, chopping, and slicing may be shipped in bulk bins with inside dimensions of 47 inches x 37½ inches x 36 inches deep and having a volume of 63,450 cubic inches, or containers deemed similar by the committee. Such shipments shall be exempt from paragraph (c) of this section, but shall be handled in accordance with the safeguard provisions of § 959.54 and shall meet the requirements of paragraphs (a), (b), (d), and (g) of this section.

(4) *Experimental shipments.* (i) Upon approval by the committee, onions may be shipped for experimental purposes exempt from regulations issued pursuant to §§ 959.42, 959.52, and 959.60, provided they are handled in accordance with the safeguard provisions of § 959.54 and paragraph (g) of this section.

(ii) Upon approval of the committee, onions may be shipped for testing in types and sizes of containers other than those specified in paragraphs (c) and (f)(2) of this section, provided that the handling of onions in such experimental containers shall be under the supervision of the committee.

\* \* \* \* \*

(g) *Safeguards.* Each handler making shipments of onions for relief, charity,

processing, experimental purposes, or peeling, chopping and slicing shall:

\* \* \* \* \*

(4) In addition to provisions in the preceding paragraphs, each handler making shipments for processing and peeling, chopping, and slicing shall:

\* \* \* \* \*

Dated: August 4, 1995.

**Sharon Bomer Lauritsen,**

*Deputy Director, Fruit and Vegetable Division.*  
 [FR Doc. 95-19777 Filed 8-9-95; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 95-NM-130-AD; Amendment 39-9335; AD 95-15-52]

**Airworthiness Directives; Boeing Model 747-100 and -200 Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) T95-15-52 that was sent previously to all known U.S. owners and operators of certain Boeing Model 747-100 and -200 series airplanes by individual telegrams. This AD requires a revision of the Airplane Flight Manual (AFM) and Airplane Weight and Balance Supplement to restrict cargo loading to a certain level. This AD also provides for the removal of the restrictions following accomplishment of a modification of the longitudinal floor beams. This amendment is prompted by a determination that inadequate strength in the floor beams exists on certain airplanes that have been modified for cargo configurations. The actions specified by this AD are intended to prevent failure of the longitudinal floor beams, which may cause the keel beam to fail and result in rupture of the fuselage.

**DATES:** Effective August 25, 1995, to all persons except those persons to whom it was made immediately effective by telegraphic AD T95-15-52, issued July 14, 1995, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before October 10, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation

Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-130-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Information pertaining to this AD may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Steven C. Fox, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2777; fax (206) 227-1181.

**SUPPLEMENTARY INFORMATION:** On July 14, 1995, the FAA issued telegraphic AD T95-15-52, which is applicable to Model 747-100 series airplanes modified in accordance with Supplemental Type Certificate (STC) SA2322SO, SA2323SO, or SA5199NM; and Model 747-200 series airplanes modified in accordance with STC SA4227NM-D or SA5759NM.

Certain Model 747-100 and -200 series airplanes have been converted from a passenger configuration to a freighter configuration in accordance with STC's SA2322SO and SA2323SO (for Model 747-100 series airplanes) and SA4227NM-D (for Model 747-200 series airplanes). These STC's include, as part of their data packages, new Weight and Balance Supplements that specify the maximum allowable linear load per inch (commonly referred to as "running load") along the length of the fuselage. The Supplements increased this limit from 66.7 pounds per inch to 240 pounds per inch between Body Stations (BS) 1000 and 1480. The Supplements also define the maximum area load (expressed in pounds per square foot). The Supplement increased this limit from 100 pounds per square foot to 320 pounds per square foot between BS 1000 and BS 1480.

On January 16, 1990, the FAA issued AD 90-06-06, amendment 39-6490 (55 FR 8374, March 7, 1990), applicable to certain Boeing Model 747 series airplanes, to require structural modifications of older airplanes, including a requirement to modify the longitudinal floor beams. Recently, an operator of Model 747 airplanes applied for approval of an alternative method of compliance (AMOC) to AD 90-06-06. In reviewing the data to approve this AMOC, the FAA has found that the longitudinal floor beams between BS 1265 and BS 1480 had not been upgraded to withstand the increased running loads that would result from an airplane's conversion to freighter

service. These Body Stations comprise a 215 inch-long linear portion of the fuselage over the wheel well section of the airplane.

Furthermore, the FAA finds that this same problem of inadequate strength in the floor beams exists on Model 747-100 and -200 series airplanes for which the type design has been changed to allow operation in accordance with STC's SA5199NM (for Model 747-100 series airplanes) and SA5759NM (for Model 747-200 series airplanes). These two STC's modify the weight and balance limitations of STC's SA2322SO, SA2323SO, and SA4227NM-D. However, these two STC's continue to define the maximum running load at 240 pounds per inch and the maximum area load at 320 pounds per square foot without strengthening the floor beam structure between BS 1000 and BS 1480.

The FAA has determined that a running load of 240 pounds per inch, for the freighter configuration, is above the capability of floor beam structure between BS 1265 and BS 1480.

Additionally, the FAA finds that this structure, when loaded to the STC's-allowed limits is not sufficiently strong to sustain limit loads under all of the airspeed and load factor conditions, including those defined by section 25.333, "Flight envelope," and section 25.341, "Gust loads," of the Federal Aviation Regulations (14 CFR 25.333 and 14 CFR 25.341). Failure of the longitudinal floor beams may cause the keel beam to fail, and result in the rupture of the fuselage.

Since the unsafe condition described is likely to exist or develop on other airplanes having these STC's as part of their type design, the FAA issued Telegraphic AD T95-15-52 to require a revision to the Limitations section of the FAA-approved Airplane Flight Manual (AFM) and the Limitations section of the Airplane Weight and Balance Supplement to restrict cargo loading to a suitable level. The level established by this AD is based upon an FAA evaluation of the unmodified floor beam structure. The AD also provides for the removal of the restrictions following accomplishment of a modification of the longitudinal floor beams in accordance with a method approved by the FAA.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are

legally subject to the AD. If an airplane has been altered or repaired in the affected area in such a way as to affect compliance with the AD, the owner or operator is required to obtain FAA approval for an alternative method of compliance with the AD, in accordance with the paragraph of each AD that provides for such approvals. A Note has been included in this rule to clarify this long-standing requirement.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual telegrams issued on July 14, 1995 to all known U.S. owners and operators of the affected Boeing Model 747-100 and -200 series airplanes. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective to all persons.

#### Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped

postcard on which the following statement is made: "Comments to Docket Number 95-NM-130-AD." The postcard will be date stamped and returned to the commenter.

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 is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. 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. A copy of it, if filed, may be obtained from 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.

#### 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 part 39) as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

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

**Authority:** 49 USC 106(g), 40101, 40113, 44701.

##### § 39.13 [Amended]

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

**95-15-52 Boeing:** Amendment 39-9335. Docket 95-NM-130-AD.

**Applicability:** Model 747-100 series airplanes modified in accordance with Supplemental Type Certificates (STC) SA2322SO, SA2323SO, or SA5199NM; and Model 747-200 series airplanes modified in

accordance with STC's SA4227NM-D or SA5759NM; certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been 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 use the authority provided in paragraph (c) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent structural failure of the longitudinal floor beams and keel beam and the subsequent rupture of the fuselage, accomplish the following:

(a) Within 24 clock hours (not flight hours) after the effective date of this AD, revise the Limitations section of the FAA-approved Airplane Flight Manual (AFM) and the Limitations section of the Airplane Weight and Balance Supplement (Model 747-100 or -200 series airplanes) to include the following information. This may be accomplished by inserting a copy of this AD in the AFM.

"1.1 MAIN CARGO DECK LIMITS (ADDITION):

Each of the following payload limits for pallet cargo apply to the main cargo deck floor between Body Stations 1265 and 1480.

**Note:** These limits take precedence over any other payload limits that may appear elsewhere in this or in any other document.

1. Do not exceed a linear load of 96.0 pounds per inch between Body Stations 1265 and 1480.

2. The maximum local floor loading in any area located between Body Stations 1265 and 1480 shall not exceed 150 pounds per square foot.

3. The cargo pallets that are located entirely or partially between Body Stations 1265 and 1480 are restricted as follows:

A. Pallets that are 96.0 inches in width and 125.0 inches in length shall not exceed a 1.0 g loading of 6,000 pounds.

B. Pallets that are 88.0 inches in width and 125.0 inches in length shall not exceed a 1.0 g loading of 5,500 pounds.

C. Pallets that are 88.0 inches in width and 108.0 inches in length shall not exceed a 1.0 g loading of 4,800 pounds."

(b) Accomplishment of a modification of the longitudinal floor beams in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, constitutes terminating action for the limitation requirements of paragraph (a) of this AD. The AFM limitation and Weight and

Balance Supplement limitation may be removed following accomplishment of such a modification.

(c) 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, Seattle ACO, 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, Seattle ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(d) This amendment becomes effective on August 25, 1995, to all persons except those persons to whom it was made immediately effective by telegraphic AD T95-15-52, issued on July 14, 1995, which contained the requirements of this amendment.

Issued in Renton, Washington, on August 3, 1995.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95-19653 Filed 8-9-95; 8:45 am]

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#### 14 CFR Part 39

[Docket No. 94-NM-116-AD; Amendment 39-9331; AD 95-17-02]

#### Airworthiness Directives; Fokker Model F28 Mk 0100 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F28 Mk 0100 series airplanes, that requires the installation of modified Passenger Service Unit (PSU) panel lenses, a one-time installation inspection to detect corrosion or deterioration of the PSU connectors, correction of discrepancies, and application of sealant. This amendment is prompted by reports that "No Smoking" and "Fasten Seat Belt" signs installed in certain overhead PSU's are not readable from passengers' and flight attendants' seats. This amendment is also prompted by reports of smoke in the passenger cabin caused by overheating of the PSU connectors. The actions specified by this AD are intended to ensure that warning signs are readable to passengers and flight attendants, and to eliminate a potential fire hazard.

**DATES:** Effective September 11, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 11, 1995.