

a minimum 25 count sample, are provided as specified:

* * * * *

7. Section 51.1821 is revised to read as follows:

§ 51.1821 Application of Tolerances.

Individual samples are subject to the following limitations, unless otherwise specified in § 51.1820. Individual samples shall have not more than one and one-half times a specified tolerance of 10 percent or more, and not more than double a specified tolerance of less than 10 percent: *Provided*, that at least one decayed or wormy fruit may be permitted in any sample: *And provided further*, that the averages for the entire lot are within the tolerances specified for the grade.

Dated: January 14, 1997.

Robert C. Keeney,

Director, Fruit and Vegetable Division.

[FR Doc. 97-1329 Filed 1-17-97; 8:45 am]

BILLING CODE 3410-02-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-242-AD; Amendment 39-9883; AD 97-01-12]

RIN 2120-AA64

Airworthiness Directives; Airtell International, Inc., Centaurus Model C3-100 Ground Proximity Warning System (GPWS), as Installed in Various Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Airtell International, Inc., Centaurus Model C3-100 GPWS equipment that is installed on any type of airplane, that requires replacement of this equipment with a similar type of equipment that meets specific performance requirements. This amendment is prompted by results of an investigation, which revealed that, under certain circumstances, the Centaurus GPWS equipment does not provide the flight crew with aural warnings to indicate that the airplane is descending. The actions specified by this AD are intended to prevent failure of the GPWS equipment to provide such aural warnings. If the flight crew relies on receiving such warnings and the GPWS equipment fails to provide those warnings, the ability of the flight crew

to prevent the airplane from impacting the ground may be inhibited.

EFFECTIVE DATE: February 25, 1997.

ADDRESSES: Information pertaining to this rulemaking action 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: John P. Dimtroff, Aerospace Engineer, Flight Test and Systems Branch, ANM-111, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2117; fax (206) 227-1100.

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 all Airtell International, Inc., Centaurus Model C3-100 ground proximity warning system (GPWS) equipment that is installed on any type of airplane was published in the Federal Register on October 18, 1996 (61 FR 54364). That action proposed to require removal and replacement of Centaurus Model C3-100 GPWS equipment with a similar type of equipment that meets specific performance requirements.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

The FAA estimates that 30 airplanes of U.S. registry will be affected by this AD, that it will take approximately 20 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$16,000 per airplane. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$516,000, or \$17,200 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

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.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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 U.S.C. 106(g), 40113, 44701.

39.13 [Amended]

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

97-01-12 Airtell International, Inc.:

Amendment 39-9883. Docket [96-NM-242-AD.]

Applicability: Centaurus Model C3-100 ground proximity warning system (GPWS) equipment, as installed in, but not limited to, the following airplanes, certificated in any category:

Beech 99 series airplanes;
Beech 200 series airplanes;
Dassault Aviation Model Mystere-Falcon 200 series airplanes;
EMBRAER (Empresa Brasileira de Aeronautica S.A.) EMB-110 series airplanes;
Fairchild Aircraft Model SA226-TC series airplanes;
Fairchild Aircraft Model SA227-AT series airplanes; and

Grumman Model G-73 Mallard airplanes.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the GPWS equipment to provide certain aural warnings, which could inhibit the ability of the flight crew to prevent the airplane from impacting the ground, accomplish the following:

(a) Within 60 days after the effective date of this AD, remove and replace Centaurus Model C3-100 GPWS equipment with a similar type of equipment that meets minimum performance standards specified in Technical Standard Order (TSO) C-92b, dated August 19, 1976. Accomplish the actions in accordance with a method approved by the Manager, Flight Test and Systems Branch, ANM-111, FAA, Transport Airplane Directorate.

(b) 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,

Flight Test and Systems Branch, ANM-111. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Flight Test and Systems Branch, ANM-111.

Note: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Flight Test and Systems Branch, ANM-111.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) This amendment becomes effective on February 25, 1997.

Issued in Renton, Washington, on January 3, 1997.

S. R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-1351 Filed 1-17-97; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 96-AEA-09]

Establishment of Class E Airspace; Montauk, NY; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects the airspace description of the Montauk, NY, Class E airspace area published in a final rule on November 27, 1996 (61 FR 60187), Airspace Docket Number 96-AEA-09.

EFFECTIVE DATE: January 21, 1997.

FOR FURTHER INFORMATION CONTACT: Michael J. Sammartino, Air Traffic Division, Operations Branch, AEA-530, Federal Aviation Administration,

Federal Building #111, John F. Kennedy Int'l Airport, Jamaica, NY 11430; telephone: (718) 553-4530.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 96-30207, Airspace Docket 96-AEA-09, published on November 27, 1996 (61 FR 60187) established the Class E airspace at Montauk, NY. An error was discovered in the legal description. This action adds the Hampton VORTAC to the legal description.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace legal description, as published on November 27, 1996 (61 FR 60187), Federal Register Document 96-30207; page 60187, column 3 is corrected in the legal description to the incorporation by reference in 14 CFR 71.1 as follows:

§ 71.1 [Corrected]

* * * * *

AEA NY E5 Montauk, NY [Corrected]

Montauk Airport, NY

(lat. 41°04'35" N, long. 71°55'15" W)

Hampton VORTAC

(lat. 40°55'08" N, long. 72°19'00" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Montauk Airport and within 4 miles each side of the 062° bearing from the Hampton VORTAC extending from the 6.5-mile radius to 10 miles northeast of the VORTAC and excluding that portion within the Block Island, RI 700 foot Class E Airspace Area and that portion within the East Hampton, NY Class E Airspace Area.

* * * * *

Issued in Jamaica, New York, on January 8, 1997.

James K. Buckles,

Acting Manager, Air Traffic Division, Eastern Region.

[FR Doc. 97-1399 Filed 1-17-97; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-AEA-13]

Amendment to Class E Airspace; Galax, VA

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class E airspace at Galax, VA, to accommodate a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 36 at Twin County Airport. This amendment also corrects the geographic

position of Twin County Airport published as a Notice of Proposed Rulemaking in the Federal Register November 27, 1996 (61 FR 60237). The intended effect of this action is to provide adequate controlled airspace for instrument flight rules (IFR) operations at the airport.

EFFECTIVE DATE: 0901 UTC, March 27, 1997.

FOR FURTHER INFORMATION CONTACT:

Mr. Frances Jordan, Airspace Specialist, Operations Branch, AEA-530, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430, telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION:

History

On November 27, 1996, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by modifying Class E airspace at Galax, VA, (61 FR 60237). This action would provide adequate Class E airspace for IFR operations at Twin County Airport.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

Class E airspace areas designations are published in paragraph 6005 of FAA Order 7400.9D, dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) modifies Class E airspace area at Galax, VA, to accommodate a GPS RWY 36 SIAP and for IFR operations at Twin County Airport.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation—(1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 10034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation it is certified that this rule will not have