A 30-day comment period, ending May 29, 1997, was provided to allow interested persons to respond to the proposal. Two comments were received. The commenters, one representing a Mexican exporter and the other a Mexican exporters' and packers' union, requested that the comment period for the rule be extended to allow for additional time, 30 days and 90 days, respectively, to analyze the proposal. One commenter concluded the proposal would have a negative effect on its business and the other noted that the proposal would have a direct effect on its business.

The Department has reviewed the requests, and has determined that an extended period with no minimum quality or size standards in place would be detrimental to the industry. As previously discussed, the suspension was originally recommended at a time when cost savings were of utmost concern to the Florida lime industry. Now, however, the benefits of maintaining quality and ensuring customer satisfaction and repeat purchases outweigh the diminished need to take action that would result in cost savings.

Therefore, the Department is instituting the revocation of the suspension through this interim final rule which will allow 30 additional days to comment.

However, with regard to increasing the minimum size requirement, the Department is issuing in a separate **Federal Register** publication an extension of the proposed comment period concerning implementing the increase in minimum size from 1 ⅞ to 2 inches in diameter for the month of June. Any additional comments received during the extended comment period would be considered before the rule is finalized.

This rule also modifies language in the regulations to return the minimum size requirement of 1 ⅞ inches from June 1 through December 31. The 1 ⅞ inch minimum size requirement was inadvertently removed when the temporary suspension was issued on August 14, 1996 (61 FR 43141).

After consideration of all relevant matter presented, including the information and recommendation 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.

In accordance with section 8e of the Act, the United States Trade Representative has concurred with the issuance of this rule, as it pertains to limes imported into the United States.

Pursuant to 5 U.S.C. 553, it is also found and determined that it is impracticable, unnecessary and contrary to the public interest to give further notice prior to putting this rule into effect and that good cause exists for not postponing the effective date of this rule until 30 days after publication in the **Federal Register** (5 U.S.C. 553) because handlers are already shipping limes from the 1997–98 crop. The industry also needs the regulation in effect as close to June 1 as possible, to minimize any negative effects caused by a period of deregulation. Further, handlers are aware of this rule, which was recommended at a public meeting. A 30-day comment period is provided for in this interim final rule. A proposed rule was published previously with opportunity for comments.

List of Subjects

7 CFR Part 911

Limes, Marketing agreements, Reporting and recordkeeping requirements.

7 CFR Part 944

Avocados, Food grades and standards, Grapefruit, Grapes, Imports, Kiwifruit, Limes, Olives, Oranges.

For the reasons set forth in the preamble, 7 CFR parts 911 and 944 are amended as follows:

1. The authority citation for 7 CFR parts 911 and 944 continues to read as follows:

Authority: 7 U.S.C. 601–674.

PART 911—LIMES GROWN IN FLORIDA

§§ 911.311, 911.329 [Amended]

2. Temporary suspension of §§ 911.311 and 911.329 is revoked effective June 9, 1997.

§ 911.344 [Amended]

3. Temporary suspension of § 911.344 is revoked effective June 9, 1997, and paragraph (a)(3) is amended by removing the words ''at least 2 inches diameter'' and adding, in their place, the words ''at least 2 inches in diameter from January 1 through May 31, and at least 1 ⅞ inches in diameter from June 1 through December 31''.

PART 944—FRUITS, IMPORT REGULATIONS

§ 944.209 [Amended]

4. Temporary suspension of § 944.209 is revoked effective June 9, 1997.

Dated: May 29, 1997.

Robert C. Keeney,

Director, Fruit and Vegetable Division.

[FR Doc. 97–14650 Filed 6–2–97; 10:02 am]

BILLING CODE 3410–02–P

DEFENSE NUCLEAR FACILITIES SAFETY BOARD

10 CFR Part 1703

FOIA Fee Schedule

AGENCY: Defense Nuclear Facilities Safety Board.

ACTION: Update of FOIA fee schedule.

SUMMARY: The Defense Nuclear Facilities Safety Board is publishing its annual update to the Freedom of Information Act (FOIA) Fee Schedule pursuant to 10 CFR § 1703.107(b)(6) of the Board's regulations.

EFFECTIVE DATE: June 1, 1997.

FOR FURTHER INFORMATION CONTACT: Kenneth M. Pusateri, General Manager, Defense Nuclear Facilities Safety Board, 625 Indiana Avenue, NW., Suite 700, Washington, DC 20004–2901, (202) 208–6447.

SUPPLEMENTARY INFORMATION: The FOIA requires each Federal agency covered by the Act to specify a schedule of fees applicable to processing of requests for agency records. 5 U.S.C. 552(a)(4)(i). On March 15, 1991 the Board published for comment in the **Federal Register** its proposed FOIA Fee Schedule. 56 FR 11114. No comments were received in response to that notice and the Board issued a final Fee Schedule on May 6, 1991.

Pursuant to 10 CFR § 1703.107(b)(6) of the Board's regulations, the Board's General Manager will update the FOIA Fee Schedule once every 12 months. Previous Fee Schedule updates were published in the **Federal Register** and went into effect, most recently, on June 1, 1996. 61 FR 28725.

Board Action

Accordingly, the Board issues the following schedule of updated fees for services performed in response to FOIA requests:

Defense Nuclear Facilities Safety Board Schedule of Fees for FOIA Services (Implementing 10 CFR § 1703.107(b)(6))

Search or Review Charge—$48 per hour.

Copy Charge (paper)—$.06 per page, if done in-house, or generally available commercial rate (approximately $.10 per page).

Copy Charge (3.5″ diskette)—$5.00 per diskette.

Copy Charge (audio cassette)—$3.00 per cassette.

Duplication of Video—$25.00 for each individual videotape; $16.50 for each additional individual videotape.

Copy Charge for large documents (e.g., maps, diagrams)—Actual commercial rates.

Dated: May 31, 1997.

Kenneth M. Pusateri,

General Manager.

[FR Doc. 97–14569 Filed 6–3–97; 8:45 am]

BILLING CODE 3670–01–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–NM–101–AD; Amendment 39–10044; AD 97–12–01]

RIN 2120–AA64

Airworthiness Directives; Cessna Model 650 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Cessna Model 650 airplanes. This action requires inspections to detect discrepancies of a certain wire bundle assembly and to detect discrepancies of the hydraulic pump suction line in the area above the baggage compartment; and corrective actions, if necessary. This AD also requires modification of the supports for the wire bundle cable assembly and the supports for the hydraulic pump suction line. This amendment is prompted by a report that, due to inadequate clearance, an alternating current (AC) wire chafed against the hydraulic pump suction line and caused electrical arcing. The actions specified in this AD are intended to prevent such electrical arcing and consequent fire hazard.

DATES: Effective June 19, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 19, 1997.

Comments for inclusion in the Rules Docket must be received on or before August 4, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 97-NM–101-AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from Cessna Aircraft Co., P.O. Box 7706, Wichita, Kansas 67277. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Wichita Aircraft Certification Office, Small Airplane Directorate, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Jose Flores, Aerospace Engineer, Systems and Propulsion Branch, ACE–116W, FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946–4133; fax (316) 946–4407.

SUPPLEMENTARY INFORMATION: The FAA has received a report of an in-flight fire on a Cessna Model 650 airplane. The fire burned a hole (approximately 8 x 9 inches) in the right side of the fuselage and into the right engine pylon forward of the forward engine mount beam. The fire also burned another hole (approximately 2 feet in diameter) through the fuselage to the right side of the top centerline in the area above the aft baggage compartment. In addition, the fire burned into the empty fuel tank of the fuselage and consequently burned the upper portion of the fuel cell liner. All avionics equipment and wiring above the engine mount beams also were severely burned, which caused a number of systems to be inoperative for the remainder of the flight. Furthermore, the fire is also suspected of breaching the fuel line to the auxiliary power unit and consequently providing additional fuel to the fire.

Investigation revealed that, due to inadequate clearance, the alternating current (AC) wire chafed against the hydraulic pump suction line in the area above the baggage compartment. Such chafing resulted in the electrical arcing of an AC wire and consequently led to the in-flight fire. Subsequent ground testing, which simulated these conditions, confirmed that the subject electrical arcing could result in a fire.

Inadequate clearance between the AC wire and the hydraulic pump suction line in the area above the baggage compartment, if not corrected, could result in electrical arcing and may lead to a potential fire hazard.

Explanation of Relevant Service Information

The FAA has reviewed and approved Cessna Citation Service Bulletin 650–24–57, dated May 15, 1997. The service bulletin describes procedures for performing visual inspections to detect discrepancies of the wire bundle assembly from point 1 to point 2, and to detect discrepancies of the hydraulic pump suction line in the area above the baggage compartment; and corrective actions, if necessary. The service bulletin also describes procedures for modification of the supports for the wire bundle cable assembly and the supports for the hydraulic pump suction line. The modification involves installation of a clip and five clamps with associated hardware. Accomplishment of these actions will provide a positive separation between the AC wires and the hydraulic pump suction line above the baggage compartment.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on certain other Cessna Model 650 airplanes of the same type design, this AD is being issued to prevent electrical arcing of the AC wire and consequent fire hazard. This AD requires visual inspections to detect discrepancies of the wire bundle assembly from point 1 to point 2, and to detect discrepancies of the hydraulic pump suction line in the area above the baggage compartment; and corrective actions, if necessary. This AD also requires modification of the supports for the wire bundle cable assembly and the supports for the hydraulic pump suction line. The actions are required to be accomplished in accordance with the service bulletin described previously.

Differences Between the AD and the Relevant Service Information

Operators should note that, unlike the recommended compliance time (i.e., during the next scheduled maintenance period or phase inspection) specified in the service bulletin for accomplishing the inspections and modification, this AD requires that affected airplanes be inspected and modified within 25 hours time-in-service after the effective date of the AD. In developing an appropriate compliance time for this action, the FAA considered not only the degree of urgency associated with addressing the subject unsafe condition, but the susceptibility of electrical arcing of the AC wire, which could lead to a potential fire hazard. In addition, the FAA has reviewed the results of a survey