

accordance with the policy and written agreement provisions.

Signed in Washington, D.C., on April 17, 1997.

Kenneth D. Ackerman,

Manager, Federal Crop Insurance Corporation.

[FR Doc. 97-10676 Filed 4-24-97; 8:45 am]

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DEPARTMENT OF AGRICULTURE

Food Safety and Inspection Service

9 CFR Parts 304, 308, 310, 327, 381, 416, and 417

[Docket 97-029N]

Equivalency Determinations for Sanitation Standard Operating Procedures (SSOPs) and Escherichia coli (E. coli) Testing for Countries Exporting to the United States

AGENCY: Food Safety and Inspection Service, USDA

ACTION: Notice of meeting.

SUMMARY: The Food Safety and Inspection Service (FSIS) will hold a meeting to discuss its approach to equivalency determinations with regard to written Sanitation Standard Operating Procedures (SSOPs) and Escherichia coli (E. coli) testing with representatives of countries eligible to export meat and poultry products to the United States, constituent groups, and other interested parties. The SSOPs and E. coli testing requirements became effective on January 27, 1997, pursuant to FSIS' final rule, "Pathogen Reduction; Hazard Analysis and Critical Control Point (HACCP) Systems," which was published on July 25, 1996.

DATES: The meeting will be held from 8:00 a.m. to 12:00 noon on May 13, 1997. Participants will be registered and materials will be distributed before the meeting convenes.

ADDRESSES: The meeting will be held in Galleries 2 and 3 of the Arlington Hilton Hotel, 950 North Stafford Street, Arlington, VA 22203.

FOR FURTHER INFORMATION CONTACT: For general information about the conference, call (703) 812-6299 for international calls, and (202) 501-7315 for domestic calls, or FAX (202) 501-7642. For technical information about the meeting, contact Ms. Sally Stratmoen at (202) 720-3781. If you require a sign language interpreter or other special accommodations, contact Ms. Mary Harris at (202) 501-7315 by May 6.

SUPPLEMENTARY INFORMATION: The Federal Meat Inspection Act and the

Poultry Products Inspection Act require that foreign countries wishing to export meat and poultry products to the United States have inspection system controls "equivalent to" those of the United States. The purpose of this meeting is to describe for and discuss with all interested persons the policy FSIS will follow in examining foreign inspection systems and making the required "equivalency" determination in light of the SSOPs and E. coli testing requirements that became effective on January 27, 1997, pursuant to the HACCP rule (61 FR 38806).

Done at Washington, DC, on April 18, 1997.

Thomas J. Billy,

Administrator.

[FR Doc. 97-10680 Filed 4-24-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-180-AD; Amendment 39-10001; AD 97-09-05]

RIN 2120-AA64

Airworthiness Directives; Raytheon Model BAe 125-1000A and Model Hawker 1000 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Raytheon Model BAe 125-1000A and Model Hawker 1000 series airplanes, that requires various modifications to increase the size of certain existing pressure venting areas and to add additional venting areas. This amendment is prompted by results of a design review of the requirements for certification of the cabin pressurization system. The actions specified by this AD are intended to prevent inadequate venting of cabin pressure in the event of rapid decompression, which could cause failure or deformation of certain structural members, and consequent reduced controllability of the airplane.

DATES: Effective May 30, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 30, 1997.

ADDRESSES: The service information referenced in this AD may be obtained

from Raytheon Aircraft Company, Manager Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201-0085. This information 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:

William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1149.

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 Raytheon Model BAe 125-1000A and Model Hawker 1000 series airplanes was published in the **Federal Register** on February 12, 1997 (62 FR 6504). That action proposed to require:

1. Installing a pressure relief flap in the rear luggage compartment of the bulkhead at frame 19;
2. Enlarging two lightening holes and adding one new lightening hole in the rail web of the right seat between frames 10B and 10D, and removing fiberglass fill from the right support structure between frame 8 and frame 10B; and
3. Installing two new vent holes in the underfloor diaphragm of frame 10D (right hand).

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 31 Model BAe 125-1000A and Model Hawker 1000 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 44 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$81,840, or \$2,640 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