

(ii) For catastrophic risk protection coverage, the result of multiplying the total dollar value of the total production

to count determined in accordance with section 13(d) by 55 percent; and  
For example:

#### PECAN REVENUE EXAMPLE

Year	Acres	Average pounds per acre	Average gross sales per acre
1996 .....	100	750	\$1,050
1995 .....	100	625	625
1994 .....	100	200	250
1993 .....	100	1250	750
Total Average Gross Sales Per Acre .....	.....	.....	\$2,675

The approved average revenue equals the total average gross sales per acre divided by the number of years ( $\$2,675 \div 4 = \$669$ ).

The amount of insurance per acre equals the approved average revenue multiplied by the coverage level percent ( $\$669 \times .65 = \$435$ ).

Assume the insured produced 400 pounds of pecans per acre with an average price of \$0.75 per pound (400 pounds  $\times$  \$0.75  $\times$  100 net acres = \$30,000 total dollar value of production to count).

The indemnity would be:

The Amount of Insurance per acre multiplied by the net acres minus the dollar value of the total production to count equals the dollar amount of indemnity ( $\$435 \times 100 = \$43,500.00 - \$30,000.00 = 13,500$ ).

(d) The dollar value of the total production to count from all insurable acreage will include:

(1) The value of all appraised production as follows:

(i) Not less than your insurance guarantee for acreage;

(A) That is abandoned;

(B) That is sold by direct marketing if you fail to meet the requirements contained in section 12;

(C) That is damaged solely by uninsured causes;

(D) For which no sales records or unacceptable sales records are provided to us;

(ii) Production lost due to uninsured causes;

(iii) Unharvested production;

(iv) Potential production on insured acreage that you intend to abandon or no longer care for, if you and we agree on the appraised amount of production. Upon such agreement, the insurance period for that acreage will end. If you do not agree with our appraisal, we may defer the claim only if you agree to continue to care for the crop. We will then make another appraisal when you notify us of further damage or that harvest is general in the area unless you harvested the crop, in which case we will use the harvested production. If you do not continue to care for the crop, our appraisal made prior to deferring the claim will be used to determine the value of production to count; and  
(v) The market price, as determined by us, will be used to value all appraised production in section 13(d)(1).

(2) The total dollar value of all harvested production from the insurable acreage will be:

(i) The dollar amount obtained by multiplying the number of pounds of

pecans sold by the actual price received; and

(ii) The dollar amount obtained by multiplying the number of pounds of harvested, but not sold production, by the market price as determined by us.

#### 14. Late and Prevented Planting

The late and prevented planting provisions of the Basic Provisions are not applicable.

Signed in Washington, DC, on March 1, 2004.

**Ross J. Davidson, Jr.,**

*Manager, Federal Crop Insurance Corporation.*

[FR Doc. 04-5238 Filed 3-9-04; 8:45 am]

**BILLING CODE 3410-08-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2004-CE-03-AD]

RIN 2120-AA64

#### Airworthiness Directives; Cessna Aircraft Company Models 172R, 172S, 182S, 182T, T182T, 206H, and T206H Airplanes

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** The FAA proposes to supersede Airworthiness Directive (AD) 2003-24-13, which applies to certain Cessna Aircraft Company (Cessna) Models 172R, 172S, 182S, 182T, T182T, 206H, and T206H airplanes that are

equipped with a certain Honeywell KAP 140 autopilot computer system installed on the center instrument control panel near the throttle. AD 2003-24-13 currently requires you to install an update to the operating software of certain KAP 140 autopilot computer system, change the unit's part number, and change the software modification identification tab. This proposed AD is the result of the FAA inadvertently omitting four affected Honeywell KAP 140 autopilot computer system part numbers and an affected airplane serial number from the applicability section of AD 2003-24-13. This proposed AD retains the actions required in AD 2003-24-13, corrects the applicability section, and incorporates a revised installation bulletin issued by Honeywell.

**DATES:** We must receive any comments on this proposed AD by May 10, 2004.

**ADDRESSES:** Use one of the following to submit comments on this proposed AD:

- *By mail:* FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2004-CE-03-AD, 901 Locust, Room 506, Kansas City, Missouri 64106.

- *By fax:* (816) 329-3771.

- *By e-mail:* 9-ACE-7-Docket@faa.gov.

Comments sent electronically must contain "Docket No. 2004-CE-03-AD" in the subject line. If you send comments electronically as attached electronic files, the files must be formatted in Microsoft Word 97 for Windows or ASCII.

You may get the service information identified in this proposed AD from Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; facsimile: (316) 942-9006 and Honeywell, Business, Regional, and

General Aviation, 23500 W. 105th Street, Olathe, Kansas 66061.

You may view the AD docket at FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2004-CE-03-AD, 901 Locust, Room 506, Kansas City, Missouri 64106. Office hours are 8 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Dan Withers, Aerospace Engineer, Wichita Aircraft Certification Office (ACO), FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4196; facsimile: (316) 946-4407.

#### **SUPPLEMENTARY INFORMATION:**

#### **Comments Invited**

*How Do I comment on This Proposed AD?*

We invite you to submit any written relevant data, views, or arguments regarding this proposal. Send your comments to an address listed under **ADDRESSES**. Include "AD Docket No. 2004-CE-03-AD" in the subject line of your comments. If you want us to acknowledge receipt of your mailed comments, send us a self-addressed, stamped postcard with the docket number written on it. We will date-stamp your postcard and mail it back to you.

*Are There Any Specific Portions of This Proposed AD I Should Pay Attention To?*

We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. If you contact us through a nonwritten communication and that contact relates to a substantive part of this proposed AD, we will summarize the contact and place the summary in the docket. We will consider all comments received by the closing date and may amend this proposed AD in light of those comments and contacts.

#### **Discussion**

*Has FAA Taken Any Action to This Point?*

Reports of an unsafe condition on certain Cessna Models 172R, 172S, 182S, 182T, T182T, 206H, and T206H airplanes that are equipped with a Honeywell KAP 140 autopilot computer system caused us to issue AD 2003-24-13, Amendment 39-13382 (68 FR 67789, December 3, 2003).

The KAP 140 autopilot computer system is located on the lower portion

of the center instrument control panel near the throttle on these Cessna airplanes. Because of this location on the instrument control panel of the affected Cessna airplanes, the Autopilot Engage (AP) button could unintentionally be depressed when the pilot pushes the throttle knob forward. The pilot could also unintentionally engage the autopilot system by inadvertently bumping the Heading (HDG) button, Altitude (ALT) mode-select button, or Autopilot Engage (AP) button on the KAP 140 computer. Unless intentionally engaged, the pilot does not know that the autopilot system is engaged.

The Honeywell KAP 140 autopilot computer system is also installed in the New Piper, Inc. Model PA-28-181 airplanes. This proposed AD would not affect these airplanes because of the location of the equipment. The equipment is installed on the center instrument panel near the throttle on the affected airplanes, but is installed in the upper half of the instrument control panel on the Piper airplanes. The unsafe condition only exists on certain Cessna airplanes.

Honeywell has updated the operating software for the KAP 140 autopilot computer system, which will now allow only the AP button on the instrument control panel to engage the autopilot system. This update also adds two voice messages if auto trim operation is detected, lengthens the amount of time that the autopilot button must be depressed in order for it to engage, and changes how the flight control display shows that the AP has been engaged.

AD 2003-24-13 currently requires the following on certain Cessna Aircraft Company Models 172R, 172S, 182S, 182T, T182T, 206H, and T206H airplanes that are equipped with a Honeywell KAP 140 autopilot computer system, part number (P/N) 065-00176-2602, P/N 065-00176-5402, or P/N 065-00176-7702 installed on the center instrument control panel near the throttle:

- Installing an update to the autopilot computer system operating software;
- Changing the unit part number;
- Placing an M tag on the unit serial number tag; and
- Changing the unit's software modification tag.

*What Has Happened Since AD 2003-24-13 to Initiate This Proposed Action?*

We inadvertently omitted four affected Honeywell KAP 140 autopilot

computer systems and an affected serial number for Model 182T airplanes from the applicability section. Honeywell revised Installation Bulletin No. 491 to the Rev. 3 level (dated April 2003). We will incorporate this bulletin into this proposed AD.

*What Is the Potential Impact If FAA Took No Action?*

If not corrected, inadvertent and undetected engagement of the autopilot system could cause the pilot to take inappropriate actions.

#### **FAA's Determination and Requirements of this Proposed AD**

*What Has FAA Decided?*

We have evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other products of this same type design. Therefore, we are proposing AD action.

*What Would This Proposed AD Require?*

This proposed AD would retain the actions required in AD 2003-24-13, would add four additional affected Honeywell KAP 140 autopilot computer system part numbers and an affected airplane serial number to the applicability section, and would incorporate a revised Honeywell installation bulletin.

*How Does the Revision to 14 CFR Part 39 Affect This Proposed AD?*

On July 10, 2002, we published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs FAA's AD system. This regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

#### **Costs of Compliance**

*How Many Airplanes Does This AD Impact?*

We estimate that this AD affects 3,681 airplanes in the U.S. registry.

*What is the Cost Impact of This AD on Owners/Operators of the Affected Airplanes?*

We estimate the following costs to accomplish the modification:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
7 workhours × \$65 per hour = \$455 .....	Not applicable .....	\$455	\$455 × 3,681 = \$1,674,855

Not all Cessna Models 172R, 172S, 182S, 182T, T182T, 206H, and T206H airplanes on the U.S. registry have a KAP 140 autopilot computer system installed.

Honeywell will provide warranty credit for labor and parts to the extent noted under WARRANTY INFORMATION in Honeywell Service Bulletin No: KC 140–M1, dated August 2002, and Honeywell Installation Bulletin No. 491, Rev. 3, dated April 2003.

*What Is the Difference Between the Cost Impact of This Proposed AD and the Cost Impact of AD 2003–24–13?*

The difference is the addition of four KC 140 autopilot systems and one airplane serial number to the applicability section of this proposed AD. There is no difference in cost to perform the proposed modification.

#### Regulatory Findings

*Would This Proposed AD Impact Various Entities?*

We have determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect 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.

*Would This Proposed AD Involve a Significant Rule or Regulatory Action?*

For the reasons discussed above, I certify that this proposed AD:

1. Is not a “significant regulatory action” under Executive Order 12866;
2. Is not a “significant rule” under the 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.

We prepared a summary of the costs to comply with this proposed AD and placed it in the AD Docket. You may get a copy of this summary by sending a request to us at the address listed under ADDRESSES. Include “AD Docket No. 2004–CE–03–AD” in your request.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

#### The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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. The FAA amends § 39.13 by removing Airworthiness Directive (AD) 2003–24–13, Amendment 39–13382 (68 FR 67789, December 4, 2003), and by adding a new AD to read as follows:

**Cessna Aircraft Company:** Docket No. 2004–CE–03–AD

#### When Is the Last Date I Can Submit Comments on This Proposed AD?

(a) We must receive comments on this proposed airworthiness directive (AD) by May 10, 2004.

#### What Other ADs Are Affected by This Action?

(b) This AD supersedes AD 2003–24–13.

#### What Airplanes Are Affected by This AD?

(c) This AD affects the following airplane models and serial numbers that are:

- (1) equipped with a KAP 140 autopilot computer system, part number (P/N) 065–00176–2501, P/N 065–00176–2602, P/N 065–00176–5001, P/N 065–00176–5101, P/N 065–00176–5201, P/N 065–00176–5402, or P/N 065–00176–7702, all serial numbers; and
- (2) certificated in any category.

Model	Serial numbers
172R .....	17280001 through 17281073, 17281075 through 17281127, and 17281130
172S .....	172S8001 through 172S9195, 172S9197, 172S9198, and 172S9200 through 172S9203
182S .....	18280001 through 18280944
182T .....	18280945 through 18281065, 18281067 through 18281145, 18281147 through 18281163, 18281165 through 18281167, and 18281172
T182T .....	T18208001 through T18208109, and T18208111 through T18208177
206H .....	20608001 through 20608183, 20608185, 20608187, and 20608188
T206H .....	T20608001 through T20608039, T20608041 through T20608367, T20608369 through T20608379, T20608381, T20608382, and T20608385

#### What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of reports of inadvertent and undetected engagement of

the autopilot system. The actions specified in this AD are intended to prevent unintentionally engaging the KAP 140 autopilot computer system, which could cause the pilot to take inappropriate actions.

#### What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) <i>For airplanes previously affected by AD 2003–24–13:</i> install and update the KC 140 autopilot computer system operating software.	Within the next 100 hours time-in-service (TIS) after January 20, 2004 (the effective date of AD 2003–24–13), unless already done.	Follow Cessna Service Bulletin SB02–22–01, dated November 25, 2002, and Honeywell Service Bulletin No: KC 140–M1, dated August 2002, as specified in Honeywell Installation Bulletin No. 491, Rev. 3, dated April 2000.

Actions	Compliance	Procedures
(2) <i>For airplanes previously affected by AD 2003-24-13:</i> do the following: (i) Change the unit part number by attaching flavor sticker, part number (P/N) 057-02203-0003, on the unit's serial tag; (ii) Attach an M decal, P/N 057-02984-0501, in front of the unit serial number (this indicates that the unit's P/N has been changed); and (iii) Attach a software mod tag, P/N 057-05287-0301, in place of the old tag to indicate the software change to SW MOD 03/01	Prior to further flight after installing the update to the KC 140 autopilot computer system operating software as specified in paragraph (e)(1) of this AD, unless already done.	Follow Honeywell Service Bulletin No: KC 140-M1, dated August 2002, as specified in Cessna Service Bulletin SB02-22-01, dated November 25, 2002.
(3) <i>For airplanes not affected by AD 2003-24-13:</i> install and update the KC 140 autopilot computer system operating software.	Within the next 100 hours time-in-service (TIS) after the effective date of this AD.	Follow Honeywell Installation Bulletin No. 491, Rev. 3, dated April 2003; Cessna Service Bulletin SB02-22-01, dated November 25, 2002; Honeywell Service Bulletin No: KC 140-M1, dated August 2002; and Cessna Single Engine Service Bulletin SB98-22-01, dated May 18, 1988, as applicable.
(4) <i>For all affected airplanes:</i> install only KC 140 autopilot computer systems, part number (P/N) 065-00176-2501, P/N 065-00176-2602, P/N 065-00176-5001, P/N 065-00176-5101, P/N 065-00176-5201, P/N 065-00176-5402, or P/N 065-00176-7702, that have been modified as specified in paragraphs (e)(1), (e)(2), and (e)(3) of this AD.	As of the effective date of this AD .....	Not applicable.

(f) You may request a revised flight manual supplement from Cessna or at the address specified in paragraph (h) of this AD.

#### May I Request an Alternative Method of Compliance?

(g) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19.

(1) Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Wichita Aircraft Certification (ACO), FAA. For information on any already approved alternative methods of compliance, contact Dan Withers, Aerospace Engineer, Wichita Aircraft Certification Office (ACO), FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4196; facsimile: (316) 946-4407.

(2) Alternative methods of compliance approved in accordance with AD 2003-24-13, which is superseded by this AD, are approved as alternative methods of compliance with this AD.

#### May I Get Copies of the Documents Referenced in This AD?

(h) You may get copies of the documents referenced in this AD from Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; facsimile: (316) 942-9006 and Honeywell, Business, Regional, and General Aviation, 23500 W. 105th Street, Olathe, Kansas 66061. You may view these documents at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on March 4, 2004.

**Sandra J. Campbell,**

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

[FR Doc. 04-5334 Filed 3-9-04; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

### 24 CFR Part 990

[Docket No. FR-4874-N-04]

#### Operating Fund Program; Establishment of Negotiated Rulemaking Committee and Notice of First Meeting

**AGENCY:** Office of the Assistant Secretary for Public and Indian Housing, HUD.

**ACTION:** Establishment of negotiated rulemaking advisory committee and first meeting.

**SUMMARY:** HUD announces the establishment of a negotiated rulemaking advisory committee under the Federal Advisory Committee Act and the Negotiated Rulemaking Act of 1990. The purpose of the committee is to provide advice and recommendations on developing a rule for effectuating changes to the Public Housing Operating Fund Program in response to the Harvard University Graduate School of Design's "Public Housing Operating

Cost Study." The Consolidated Appropriations Act, 2004 requires publication of a final rule developed under the Negotiated Rulemaking Act of 1990, by July 1, 2004. The committee consists of representatives with an interest in the outcome of the changes. This document announces the committee members and the dates, location, and agenda for the first committee meeting.

**DATES:** The first committee meeting will be held on March 30–April 1, 2004. On each day, the meeting will start at approximately 8:30 a.m. and run until approximately 5 p.m., unless the committee agrees otherwise.

**ADDRESSES:** The first committee meeting will take place at the HUD Headquarters Building (Basement Rooms 176, 178, and 180), 451 Seventh Street, SW., Washington, DC 20410. Committee members and the public are to enter the HUD Headquarters Building through the entrance at the corner of Seventh and D Streets, SW. (the North entrance). Committee members and the public should arrive early to ensure timely access to the building. A photo ID is required.

**FOR FURTHER INFORMATION CONTACT:** Chris Kubacki, Director, Funding and Financial Management Division, Public and Indian Housing—Real Estate Assessment Center, Suite 800, Department of Housing and Urban Development, 1280 Maryland Ave., SW., Washington, DC 20024-2135;