

certified. For purposes of this section, *end product* shall be defined as walnut pieces equal to or larger than eight sixty-fourths of an inch in diameter. *Walnut meal* shall be defined as walnut pieces smaller than eight sixty-fourths of an inch in diameter.

(1) *End product*. End product must be sized, inspected and certified, and the size must be noted on the inspection certificate. The end product quality must be equal to or better than the minimum requirements of U.S. Commercial grade as defined in the United States Standards for Shelled Walnuts (*Juglans regia*).

(2) *Walnut meal*. Walnut meal that is accumulated during the cutting or dicing of shelled walnuts to create end product must be presented with the smallest end product from that manufacturing run that is inspected and certified. If the end product meets the applicable U.S. Commercial grade requirements, the walnut meal accumulated during the manufacture of that end product shall be identified and referenced on a separate meal certificate as "meal derived from walnut pieces that meet U.S. Commercial grade requirements." The certificate number of the smallest end product will be referenced on the meal certificate.

(3) *Failed lots*. If the end product fails to meet applicable U.S. Commercial grade requirements, the end product may be reconditioned, re-sampled, inspected again, and certified. However, the walnut meal accumulated during the manufacture of that end product shall be rejected and disposed of pursuant to the requirements of § 984.64.

Dated: June 11, 2010.

**Rayne Pegg,**  
*Administrator, Agricultural Marketing Service.*

[FR Doc. 2010-14845 Filed 6-18-10; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 21

#### Existence of Proposed Airworthiness Design Standards for Acceptance Under the Primary Category Rule; Orlando Helicopter Airways (OHA), Inc., Models Cessna 172L, 172K, 172L, and 172M

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

**ACTION:** Request for comments.

**SUMMARY:** This notice announces the existence of and requests comments on

the proposed airworthiness design standards for acceptance of the OHA, Inc., Models Cessna 172L, 172K, 172L, and 172M airplanes under the regulations for primary category aircraft.

**DATES:** Comments must be received on or before July 21, 2010.

**ADDRESSES:** Send all comments to the Federal Aviation Administration (FAA), Standards Office, Small Airplane Directorate (ACE-111), Aircraft Certification Service, 901 Locust Street, Room 301, Kansas City, MO 64106.

**FOR FURTHER INFORMATION CONTACT:** Mr. Leslie B. Taylor, Aerospace Engineer, Standards Office (ACE-111), Small Airplane Directorate, Aircraft Certification Service, FAA; telephone number (816) 329-4134, fax number (816) 329-4090, e-mail at [leslie.b.taylor@faa.gov](mailto:leslie.b.taylor@faa.gov).

**SUPPLEMENTARY INFORMATION:** Any person may obtain a copy of this information by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**.

#### Comments Invited

We invite interested parties to submit comments on the proposed airworthiness standards to the address specified above. Commenters must identify the OHA Models Cessna 172L, 172K, 172L, and 172M and submit comments to the address specified above. The FAA will consider all communications received on or before the closing date before issuing the final acceptance. The proposed airworthiness design standards and comments received may be inspected at the FAA, Small Airplane Directorate, Aircraft Certification Service, Standards Office (ACE-110), 901 Locust Street, Room 301, Kansas City, MO 64106, between the hours of 7:30 a.m. and 4 p.m. weekdays, except Federal holidays.

#### Background

The "primary" category for aircraft was created specifically for the simple, low performance personal aircraft. Section 21.17(f) provides a means for applicants to propose airworthiness standards for their particular primary category aircraft. The FAA procedure establishing appropriate airworthiness standards includes reviewing and possibly revising the applicant's proposal, publication of the submittal in the **Federal Register** for public review and comment, and addressing the comments. After all necessary revisions, the standards are published as approved FAA airworthiness standards.

Accordingly, the applicant, OHA, Inc., has submitted a request to the FAA to include the following:

#### Proposed Airworthiness Standards for Acceptance Under the Primary Category Rule

For All Airplane Modifications and the Powerplant Installation

Part 3 of the Civil Air regulations (CAR 3), effective November 1, 1949, as amended by 3-1 through 3-12, except for § 3.415, Engines and § 3.416(a), Propellers; and 14 CFR part 23, §§ 23.603, 23.863, 23.907, 23.961, 23.1322 and 23.1359 (latest amendments through Amendment 23-59) as applicable to these airplanes.

For Engine Assembly Certification

Joint Aviation Requirements 22 (JAR 22), "Sailplanes and Powered Sailplanes," Change 5, dated October 28, 1995, Subpart H only.

For Propeller Certification

14 CFR part 35 as amended through 35-8 except § 35.1 (or a propeller with an FAA type certificate may be used).

For Noise Standards

14 CFR part 36, Amendment 36-28, Appendix G.

Issued in Kansas City, Missouri, on June 14, 2010.

**Sandra J. Campbell,**  
*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2010-0463; Directorate Identifier 2010-CE-021-AD]

RIN 2120-AA64

#### Airworthiness Directives; GA 8 Airvan (Pty) Ltd Models GA8 and GA8-TC320 Airplanes

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

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

**SUMMARY:** We propose to adopt a new airworthiness directive (AD) for the products listed above that would revise an existing AD. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as: Inspection of a high time