

office used the information to establish peanut quotas and peanut farm yields by FSN. This information served as the basis for determining a peanut producer's production guarantee for crop insurance purposes. The 2002 Farm Bill repealed peanut quotas, which caused the peanut crop insurance program to default to the provisions specifying that the production guarantee would be based on the actual production history (APH) of the producer. Due to loss of peanut quotas, peanut producers have requested that optional units be allowed consistent with optional units requirements contained in section 34 of the Basic Provisions. The proposed change will allow peanut producers to have optional units, with an appropriate rate surcharge, based on sections, or section equivalents.

The elimination of the peanut quota has resulted in making the quota price elections no longer applicable. Producers have expressed a desire for a price election for peanuts based on a "contract price". Producers have requested that FCIC consider allowing producers to insure their peanuts on the basis of a "contract price". Therefore, FCIC is requesting public comment as to the feasibility and possible approaches for insuring peanuts at a "contract price" when grown under a processor contract. Recommended approaches should address issues such as the terms of the processor contract (acreage based, production based), available contract price information, applicable quality standards, the contracting entity, access to information that is free from producer or other related bias, and other parameters that would be necessary to develop a contract price option that meets producer needs and is not subject to waste, fraud, and abuse.

#### List of Subjects in 7 CFR Part 457

Crop insurance, Peanuts, Reporting and recordkeeping requirements.

#### Proposed Rule

Accordingly, as set forth in the preamble, the Federal Crop Insurance Corporation proposes to amend 7 CFR part 457, Common Crop Insurance Regulations, for the 2005 and succeeding crop years as follows:

#### PART 457—COMMON CROP INSURANCE REGULATIONS

1. The authority citation for 7 CFR part 457 continues to read as follows:

**Authority:** 7 U.S.C. 1506(l), 1506(p).

2. Amend § 457.134 by revising the introductory text and removing and reserving section 2., Unit Division.

#### § 457.134 Peanut crop insurance provisions.

The peanut crop insurance provision for the 2005 and succeeding crop years are as follows:

\* \* \* \* \*

Signed in Washington, DC, on May 10, 2004.

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

*Manager, Federal Crop Insurance Corporation.*

[FR Doc. 04-11035 Filed 5-14-04; 8:45 am]

**BILLING CODE 3410-08-P**

#### SMALL BUSINESS ADMINISTRATION

##### 13 CFR Part 121

**RIN 3245-AF11**

#### Small Business Size Standards; Restructuring of Size Standards

**AGENCY:** U.S. Small Business Administration (SBA).

**ACTION:** Proposed rule; notice of extension of comment period.

**SUMMARY:** On March 19, 2004, the SBA proposed to restructure its small business size standards by establishing size standards in terms of the number of employees of a business concern for most industries and SBA programs. The rule proposes to establish 10 employee-based size standards ranging from 50 employees and 1,500 employees, depending on the industry or SBA program. The proposed rule also proposed other changes to simplify the size standards and provided a 60-day comment period closing on May 18, 2004.

SBA is extending the comment period an additional 45 days to July 2, 2004. The proposal to restructure size standards has generated a significant level of interest among small businesses. Given the scope of the proposal and the nature of the issues raised by the comments received to date, SBA believes that affected businesses need more time to review the proposal and prepare their comments.

**DATES:** The comment period for the proposed rule published on March 19, 2004 (69 FR 13130) is extended through July 2, 2004.

**ADDRESSES:** You may submit comments, identified by RIN number 3245-AF11, by any of the following methods: Through the Federal eRulemaking portal at <http://www.regulations.gov>; by mail to Gary M. Jackson, Assistant Administrator for Size Standards, U.S. Small Business Administration, 409 Third St., SW., Mail Code 6530, Washington, DC 20416; by email

(include RIN number in the subject line) to [restructure.sizestandards@sba.gov](mailto:restructure.sizestandards@sba.gov); or via facsimile at (202) 205-6390.

#### FOR FURTHER INFORMATION CONTACT:

Contact the SBA's Office of Size Standards at (202) 205-6618 or [sizestandards@sba.gov](mailto:sizestandards@sba.gov).

Dated: May 12, 2004.

**Allegra F. McCullough,**

*Associate Deputy Administrator for Government Contracting and Business Development.*

[FR Doc. 04-11160 Filed 5-14-04; 8:45 am]

**BILLING CODE 8025-01-P**

#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

##### 14 CFR Part 39

**[Docket No. 2000-NM-124-AD]**

**RIN 2120-AA64**

#### Airworthiness Directives; Airbus Model A310 and Model A300 B4-600, B4-600R, C4-605R Variant F, and F4-600R (Collectively Called A300-600) Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Proposed rule; withdrawal.

**SUMMARY:** This action withdraws a notice of proposed rulemaking (NPRM) that proposed a new airworthiness directive (AD), applicable to all Airbus Model A310 and A300-600 series airplanes. That action would have required revising the airplane flight manual (AFM) to provide the flightcrew with procedures to maintain airplane controllability in the event of an in-flight thrust reverser deployment. Since the issuance of the NPRM, the Federal Aviation Administration (FAA) has issued another AD to require revising the AFM to contain the text of the AFM revisions that the NPRM would have required to be inserted into the AFM. Accordingly, the proposed rule is withdrawn.

**FOR FURTHER INFORMATION CONTACT:** Dan Rodina, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2125; fax (425) 227-1149.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add a new airworthiness directive (AD); applicable to all Airbus Model A310 and A300 B4-600, B4-600R, C4-605R Variant F, and F4-600R (collectively

called A300–600) series airplanes; was published in the **Federal Register** as a Notice of Proposed Rulemaking (NPRM) on November 28, 2000 (65 FR 70821). The proposed rule would have required revising the Airplane Flight Manual (AFM) to provide the flightcrew with procedures to maintain airplane controllability in the event of an in-flight thrust reverser deployment. That action was prompted by a determination that existing procedures specified in the AFM for addressing the in-flight deployment of a thrust reverser could result in reduced controllability of the airplane. The proposed actions were intended to provide the flightcrew with procedures to maintain airplane controllability in the event of an in-flight deployment of the thrust reverser.

#### **Actions That Occurred Since the NPRM Was Issued**

Since the issuance of that NPRM, the FAA has issued AD 2004–03–10, amendment 39–13454 (69 FR 5926, February 9, 2004). That AD applies to all Airbus Model A310 and A300–600 series airplanes, and requires revising the AFM to provide the flightcrew with procedures to maintain controllability of the airplane in the event of an in-flight deployment of the thrust reverser. That AD contains the text of the AFM revisions that the NPRM would have required to be inserted into the AFM.

#### **FAA's Conclusions**

Upon further consideration, the FAA has determined that it is inappropriate to have two ADs requiring the same action. Accordingly, the proposed rule is hereby withdrawn.

Withdrawal of this NPRM constitutes only such action, and does not preclude the agency from issuing another action in the future, nor does it commit the agency to any course of action in the future.

#### **Regulatory Impact**

Since this action only withdraws a notice of proposed rulemaking, it is neither a proposed nor a final rule and therefore is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

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

Air transportation, Aircraft, Aviation safety, Safety.

#### **The Withdrawal**

Accordingly, the notice of proposed rulemaking, Docket 2000–NM–124–AD, published in the **Federal Register** on

November 28, 2000 (65 FR 70821), is withdrawn.

Issued in Renton, Washington, on May 5, 2004.

**Ali Bahrami,**

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

[FR Doc. 04–11042 Filed 5–14–04; 8:45 am]

**BILLING CODE 4910–13–P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

**[Docket No. 2003–NM–252–AD]**

**RIN 2120–AA64**

#### **Airworthiness Directives; Boeing Model 757 Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

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

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Boeing Model 757 series airplanes. This proposal would require repetitive detailed inspections of the support brackets and associated fasteners for the hydraulic lines located in the nacelle struts, and related investigative and corrective actions as necessary. This proposal also provides an optional terminating action for the repetitive inspections. This action is necessary to prevent flammable fluids from leaking into the interior compartment of the nacelle struts where ignition sources exist, which could result in the ignition of flammable fluids and an uncontained fire. This action is intended to address the identified unsafe condition.

**DATES:** Comments must be received by July 1, 2004.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 2003–NM–252–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227–1232. Comments may also be sent via the Internet using the following address: [9-anm-nprmcomment@faa.gov](mailto:9-anm-nprmcomment@faa.gov). Comments sent via fax or the Internet must contain “Docket No. 2003–NM–252–AD” in the subject line and need not be submitted

in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 or 2000 or ASCII text.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124–2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Tom Thorson, Aerospace Engineer, Propulsion Branch, ANM–140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 917–6508; fax (425) 917–6590.

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this action may be changed in light of the comments received.

Submit comments using the following format:

- Organize comments issue-by-issue. For example, discuss a request to change the compliance time and a request to change the service bulletin reference as two separate issues.
- For each issue, state what specific change to the proposed AD is being requested.
- Include justification (e.g., reasons or data) for each request.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this action must submit a self-addressed, stamped postcard on which the following statement is made: “Comments to Docket Number 2003–NM–252–AD.” The postcard will be date stamped and returned to the commenter.