

MPCI coverage level—The coverage level percentage you selected in the underlying MPCI policy to which this option is attached.

MPCI dollar amount of insurance—The value of the insurance coverage for the unit provided under the MPCI policy (the amount of insurance selected by you for dollar or similar plans of insurance or the amount determined by multiplying the production guarantee (per acre) times the price election, times the number of acres in the unit, times the MPCI coverage level you selected).

MPCI indemnity—The indemnity determined for each unit under the MPCI policy to which this option is attached, not including replant and prevented planting indemnities or any indemnity payable under this option.

MPCI indemnity factor—A factor determined by dividing the MPCI indemnity by the MPCI dollar amount of insurance for a unit. This factor is used to ensure that the indemnity paid under this option is proportional to the amount of loss and indemnity paid under the MPCI policy.

Option Dollar Amount of Insurance—The value of the additional insurance coverage for the unit provided by this option, which is determined by multiplying the option coverage level by the total value of the crop and subtracting the MPCI dollar amount of insurance.

Option Coverage Level—The coverage level percentage selected under this option. This percentage effectively becomes the coverage level under the MPCI policy when the losses under such policy exceed the deductible and an indemnity is owed.

Total value of the insured crop—The value of the crop that is determined by dividing the MPCI dollar amount of insurance by the MPCI coverage level.

2. This option is only available for insured crops that contain an option coverage level percent in the actuarial documents.

3. To be eligible for this coverage, you must have an MPCI policy in force for the insured crop (or for citrus fruit, citrus trees, and stone fruit, as applicable, the insured type) in accordance with the applicable Crop Provisions for the insured crop. You must choose an option coverage level percentage that is shown in the actuarial documents, by the sales closing date.

4. You must elect this option in writing on or before the crop sales closing date for the crop insured. This option is continuous and will remain in effect for as long as you continue to have a MPCI policy in effect for the insured crop, an option coverage level percent is contained in the actuarial

documents, or it is cancelled by you or terminated by us on or before the cancellation or termination date, as applicable.

5. This option is not available if you have chosen the Catastrophic Risk Protection (CAT) level of coverage or a price election less than 100 percent.

6. If you elect this option and a MPCI indemnity is paid on any unit, your deductible will disappear in proportion to the amount of such loss and indemnity paid. For example, if you selected a 50 percent MPCI coverage level, select an 85 percent option coverage level, and had a total loss, the amount of indemnity paid under both the MPCI policy and this option would be equal to 85 percent of the total value of the insured crop. The amount of the additional indemnity and related terms and conditions are described below:

(a) All acreage of the insured crop insured under your MPCI policy will be covered under this option;

(b) The amount of any replant or prevented planting payment that is payable under the MPCI policy will not be affected by this option.

(c) An indemnity will be payable under this option only after the underlying MPCI deductible is met and an MPCI indemnity is paid.

(d) The total indemnity for each unit (MPCI coverage plus this option) cannot exceed the combination of both the MPCI and option dollar amounts of insurance.

(e) Your premium will be determined by:

(i) Totaling the MPCI dollar amount of insurance and the option dollar amount of insurance; and

(ii) Multiplying the result of section 6(e)(i) by the premium rate for the insured crop applicable to your MPCI coverage level.

7. In addition to the settlement of claim section for the applicable Crop Provisions, your indemnity will be computed on a unit basis as follows:

(a) Determine the MPCI indemnity factor;

(b) Multiply the MPCI indemnity factor times the Option Dollar Amount of Insurance to determine the indemnity under this option.

Example: Assume a policy with one unit; an MPCI coverage level of 50 percent and an option coverage level of 85 percent; 100% share; a \$120,000 MPCI dollar amount of insurance; and a \$40,000 payable indemnity under the MPCI portion of the policy.

Your indemnity would be calculated for each unit as follows:

(a) \$40,000 loss ÷ by \$120,000 MPCI dollar amount of insurance = .33333 MPCI indemnity factor.

(b) .33333 MPCI indemnity factor × \$84,000 option dollar amount of insurance = \$28,000 indemnity under this option.

Note: The total unit indemnity is \$68,000 (\$40,000 MPCI indemnity plus \$28,000 option indemnity)

Signed in Washington, DC, on May 30, 2007.

Eldon Gould,

Manager, Federal Crop Insurance Corporation.

[FR Doc. E7-10825 Filed 6-5-07; 8:45 am]

BILLING CODE 3410-08-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2007-28355; Directorate Identifier 2007-NM-062-AD]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 737-600, -700, -700C, -800 and -900 Series Airplanes

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

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for certain Boeing Model 737-600, -700, -700C, -800 and -900 series airplanes. This proposed AD would require inspecting ground blocks GD261 and GD264 for corrosion, measuring the electrical bond resistance between the ground blocks and the airplane structure, separating the ground wires for the fuel boost pump circuit between ground blocks GD261 and GD264, and doing corrective actions if necessary. This proposed AD results from a report of random flashes of the six fuel pump low pressure lights and intermittent operation of the fuel boost pumps. We are proposing this AD to prevent the simultaneous malfunction of all six fuel boost pumps, which could cause the engines to operate on suction feed and potentially flame out.

DATES: We must receive comments on this proposed AD by July 23, 2007.

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

- *DOT Docket Web site:* Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- *Government-wide rulemaking Web site:* Go to <http://www.regulations.gov>

and follow the instructions for sending your comments electronically.

- *Mail:* Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590.
 - *Fax:* (202) 493-2251.
 - *Hand Delivery:* Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
- Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for the service information identified in this proposed AD.

FOR FURTHER INFORMATION CONTACT: Binh Tran, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6485; fax (425) 917-6590.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to submit any relevant written data, views, or arguments regarding this proposed AD. Send your comments to an address listed in the **ADDRESSES** section. Include the docket number “FAA-2007-28355; Directorate Identifier 2007-NM-062-AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. We will consider all comments received by the closing date and may amend the proposed AD in light of those comments.

We will post all comments we receive, without change, to [http://](http://dms.dot.gov)

dms.dot.gov, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this proposed AD. Using the search function of that Web site, anyone can find and read the comments in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review DOT’s complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78), or you may visit <http://dms.dot.gov>.

Examining the Docket

You may examine the AD docket on the Internet at <http://dms.dot.gov>, or in person at the Docket Management Facility office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Management Facility office (telephone (800) 647-5227) is located on the plaza level of the Nassif Building at the DOT street address stated in the **ADDRESSES** section. Comments will be available in the AD docket shortly after the Docket Management System receives them.

Discussion

We have received a report of random flashes of the six fuel pump low pressure lights and intermittent operation of the fuel boost pumps. This was caused by an electrical ground block with poor continuity to ground. This condition, if not corrected, could cause the engines to operate on suction feed and potentially flame out.

Relevant Service Information

We have reviewed Boeing Special Attention Service Bulletin 737-28-1257, dated February 26, 2007. The service bulletin describes procedures for the following actions:

- Inspecting ground blocks GD261 and GD264 for corrosion;
- Measuring the electrical bond resistance between the ground blocks and the airplane structure;
- Separating the fuel boost pump grounds by removing three fuel boost pump ground wires from ground block GD261 and installing them in ground block GD264.
- Repairing corrosion damage; and
- Replacing the ground block with a new one if any corrosion is found or if the electrical bond resistance exceeds 0.001 ohm.

Accomplishing the actions specified in the service information is intended to adequately address the unsafe condition.

FAA’s Determination and Requirements of the Proposed AD

We have evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other airplanes of this same type design. For this reason, we are proposing this AD, which would require accomplishing the actions specified in the service information described previously.

Costs of Compliance

There are about 1,871 airplanes of the affected design in the worldwide fleet. The following table provides the estimated costs for U.S. operators to comply with this proposed AD.

ESTIMATED COSTS

Work hours	Average labor rate per hour	Parts	Cost per airplane	Number of U.S.-registered airplanes	Fleet cost
1	\$80	None	\$80	702	\$56,160

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, “General requirements.” Under that section, Congress charges the FAA with

promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

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.

For the reasons discussed above, I certify that the proposed regulation:

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 regulatory evaluation of the estimated costs to comply with this proposed AD and placed it in the AD docket. See the **ADDRESSES** section for a location to examine the regulatory evaluation.

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 FAA 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 Federal Aviation Administration (FAA) amends § 39.13 by adding the following new airworthiness directive (AD):

Boeing: Docket No. FAA-2007-28355; Directorate Identifier 2007-NM-062-AD.

Comments Due Date

(a) The FAA must receive comments on this AD action by July 23, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 737-600, -700, -700C, -800 and -900 series airplanes, certificated in any category, as identified in Boeing Special Attention Service Bulletin 737-28-1257, dated February 26, 2007.

Unsafe Condition

(d) This AD results from a report of random flashes of the six fuel pump low pressure lights and intermittent operation of the fuel boost pumps. We are issuing this AD to prevent the simultaneous malfunction of all six fuel boost pumps, which could cause the engines to operate on suction feed and potentially flame out.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection

(f) Within 24 months after the effective date of this AD: Do a general visual

inspection of ground blocks GD261 and GD264 for corrosion, measure the electrical bond resistance, and separate the ground wires for the fuel boost pump circuit between ground blocks GD261 and GD264. Do these actions in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-28-1257, dated February 26, 2007. Do applicable corrective actions before further flight in accordance with the service bulletin.

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Issued in Renton, Washington, on May 25, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-10878 Filed 6-5-07; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2007-28353; Directorate Identifier 2007-NM-065-AD]

RIN 2120-AA64

Airworthiness Directives; Gulfstream Aerospace LP Model Galaxy Airplanes and Model Gulfstream 200 Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for the products listed above. 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:

During the manufacturing process of the Poppet Covers of the Pressurization Safety Valves, burrs that could damage the Valve Diaphragms were not removed. The damage may eventually cause faulty operation of the relief valves resulting in an unsafe condition

when combined with additional failures. The serial numbers of the defective valves and the affected aircraft were identified.

The unsafe condition is damage and subsequent failure of the safety relief valves, which could result in rapid decompression of the airplane. The proposed AD would require actions that are intended to address the unsafe condition described in the MCAI.

DATES: We must receive comments on this proposed AD by July 6, 2007.

ADDRESSES: You may send comments by any of the following methods:

- **DOT Docket Web Site:** Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- **Fax:** (202) 493-2251.

- **Mail:** Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.

- **Hand Delivery:** Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the instructions for submitting comments.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://dms.dot.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (telephone (800) 647-5227) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT:

Mike Borfitz, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2677; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:

Streamlined Issuance of AD

The FAA is implementing a new process for streamlining the issuance of ADs related to MCAI. This streamlined process will allow us to adopt MCAI safety requirements in a more efficient manner and will reduce safety risks to the public. This process continues to follow all FAA AD issuance processes to meet legal, economic, Administrative Procedure Act, and **Federal Register** requirements. We also continue to meet