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Federal Register

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- FOR:** Any person who uses the Federal Register and Code of Federal Regulations.
- WHO:** The Office of the Federal Register.
- WHAT:** Free public briefings (approximately 2 1/2 hours) to present:
1. The regulatory process, with a focus on the Federal Register system and the public's role in the development of regulations.
 2. The relationship between the Federal Register and Code of Federal Regulations.
 3. The important elements of typical Federal Register documents.
 4. An introduction to the finding aids of the FR/CFR system.
- WHY:** To provide the public with access to information necessary to research Federal agency regulations which directly affect them. There will be no discussion of specific agency regulations.

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- WHEN:** February 19; at 9:00 a.m.
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- RESERVATIONS:** Roy Nanovic, 202-523-3187

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Proclamation 5763 of January 28, 1988

The President

National Challenger Center Day, 1988

By the President of the United States of America

A Proclamation

Two years ago, on January 28, 1986, America lost the seven-member crew of the Challenger. Now as then, we join the families of those gallant Space Shuttle explorers in mourning them and in saluting their courage, vision, and determination.

The families of Challenger's crew members, sharing the bold spirit of the loved and lost, resolved to join in the task of preparing America's coming generations of astronauts and scientists—of inspiring young people and of giving them the opportunity to develop all of the knowledge and capabilities they would need in space and science research.

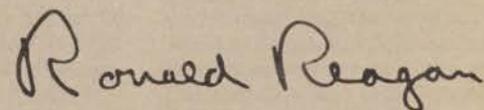
To that end, the families established a living memorial, the Challenger Center for Space Science Education. The Center will be a tribute to the Challenger crew and to their achievements, their bravery, and their dedication to America's leadership in space. The Center will stimulate and enhance students' search for knowledge and involvement in science, especially the space sciences. The Center, which will rely on private donations, has already established headquarters in our Nation's Capital and is planning regional sites.

The goals of the Center are those of all Americans, as National Challenger Center Day reminds us so well. Let our Nation's continued mission in the exploration of space pay tribute to the Center and to the families, and let it forever salute Challenger's crew and its quest.

To commemorate the members of the Challenger crew, the Congress, by Senate Joint Resolution 201, has designated January 28, 1988, as "National Challenger Center Day" and authorized and requested the President to issue a proclamation in observance of this event.

NOW, THEREFORE, I, RONALD REAGAN, President of the United States of America, do hereby proclaim January 28, 1988, as National Challenger Center Day, and I call on the people of the United States to observe this day by remembering the Challenger astronauts who died while serving their country and by reflecting upon the important role of the Center in honoring them and in furthering their goal of strengthening space and science education.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-eighth day of January, in the year of our Lord nineteen hundred and eighty-eight, and of the Independence of the United States of America the two hundred and twelfth.



Presidential Documents

Executive Order 11651

National Archives and Records Administration

For the President of the United States of America

Whereas the National Archives and Records Administration is authorized to receive and maintain the records of the President of the United States...

Now, therefore, I, Lyndon B. Johnson, President of the United States of America, do hereby order that the records of the President of the United States...

shall be deposited in the National Archives and Records Administration for the preservation and maintenance of the same...

Witness my hand and the seal of the Office of the President of the United States at the White House, this 15th day of August, 1964.

LYNDON B. JOHNSON
President of the United States of America

Lyndon B. Johnson

Rules and Regulations

Federal Register

Vol. 53, No. 20

Monday, February 1, 1988

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510. The Code of Federal Regulations is sold by the Superintendent of Documents. Prices of new books are listed in the first FEDERAL REGISTER issue of each week.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 21 and 23

[Docket No. 020CE, Special Conditions No. 23-ACE-20]

Special Conditions; Petersen Aviation, Inc., Modified Cessna Model 185 Series Airplanes To Incorporate Anti-Detonation Injection (ADI) System Provisions

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions.

SUMMARY: These special conditions are issued to become part of the type certification basis for Cessna Aircraft Company Model 185 Series Airplanes to incorporate anti-detonation injection (ADI) system provisions. The certification basis for the existing type design of these airplanes does not contain adequate or appropriate safety standards for these systems. These special conditions contain the additional safety standards which the Administrator finds necessary to establish a level of safety equivalent to the original certification basis for these airplanes.

EFFECTIVE DATE: February 1, 1988.

FOR FURTHER INFORMATION CONTACT: Oscar Ball, Aerospace Engineer, Aircraft Certification Division, 601 East 12th Street, Room 1656, Federal Office Building, Kansas City, Missouri 64106, telephone (816) 374-5688.

SUPPLEMENTARY INFORMATION:

Background

On March 25, 1986, Petersen Aviation, Inc., Route 1, Box 18, Minden, Nebraska 68959, submitted an application for supplemental type certificate (STC) approval of the design changes necessary to incorporate an ADI system

on the Cessna Model 185 Series Airplanes. This installation incorporates ADI tanks, pumps, lines, and associated control systems to supply ADI fluid to the engine in measured quantities to allow the engine to be operated on automobile gasoline (autogas). The engine will be previously certificated for use of autogas with ADI independently of the airplane installation certification. Petersen Aviation, Inc., has indicated to the FAA that they plan substantially equivalent modifications to several other makes and models of small airplanes.

The installation of ADI systems in small airplanes for this purpose was not envisioned when the certification basis for the subject airplanes was established. In addition, the Administrator has determined that the current Part 23 does contain adequate or appropriate safety standards for ADI systems; therefore, an ADI system is considered a novel and unusual design feature.

Special conditions may be issued and amended, as necessary, as a part of the type certification basis if the Administrator finds that the airworthiness standards designated in accordance with § 21.101(b)(2) do not contain adequate or appropriate safety standards because of the novel and unusual design features of the airplane. Special conditions, as appropriate, are issued in accordance with § 11.49 after public notice, as required by §§ 11.28 and 11.29(b), effective October 14, 1980, and will become part of the type certification basis, as provided by § 21.101(b)(2).

While developing these special conditions, the FAA determined that the ADI fluid (a mixture of 60 percent alcohol and 40 percent water) is a flammable liquid in the same volatility class as gasoline and, as such, must be handled and protected in the same manner. Therefore, these special conditions require the ADI fluid systems to meet essentially the same standards as the airplane fuel system.

Type Certification Basis

The certification basis (TC 3A24) for the Cessna Aircraft Company Model 185 Series Airplane is Part 3 of the Civil Air Regulations, effective May 15, 1956, as amended by 3-1 through 3-5 (normal category); effective S/N 18502300, 18503684 and on, § 23.1559, effective

March 1, 1978; Part 36, dated December 1, 1969, plus Amendments 36-1 through 36-6 for S/N 18502300, 18503459 and on; and § 21.25 of the Federal Aviation Regulations dated February 1, 1965 (restricted category). In addition, these special conditions are applicable when ADI systems are installed.

Discussion of Comments

The FAA received two comments in response to Notice No. 23-ACE-20, published in the Federal Register on August 21, 1986. The closing date for comments was September 22, 1986.

One commenter, representing the general aviation manufacturers, submitted several comments to Docket No. 018CE, Notice No. 23-ACE-18, and stated that the "comments are applicable to all such special conditions concerning ADI system installations." The FAA addressed these comments in the adoption of the final special conditions, Petersen Aviation, Inc., for modified Beech Model 33 Series, Model 35 Series, and Model 36 Series Airplanes, published in the Federal Register on April 10, 1987 (52 FR 11627).

Another commenter, representing an aviation foundation, " * * * takes issue with the FAA's determination that the anti-detonation injection (ADI) fluid is a flammable liquid in the same volatility class as gasoline." While the Petersen Aviation, Inc., ADI fluid might be a flammable liquid, other ADI liquids are not. ADI fluid is normally a mixture of water and alcohol. Alcohol is added to water to prevent freezing at low ambient temperature conditions. The concentration of alcohol required to effectively lower the freezing temperature is insufficient to support a flame.

"Anti-detonation injection (ADI) is a generic term covering different combinations and types of alcohol and water. All ADI fluids are not flammable and some change in the terminology must be incorporated to exclude non-flammable ADI fluids from having to be specially handled and protected as gasoline."

The FAA recognizes that ADI systems have been used in both reciprocating and turbine engines for many years. In these systems, the ADI mixture ratio of alcohol to water was lower and flammability was less. The ADI fluid to be used in the Petersen installation is 60 percent methanol and 40 percent water

According to Perry's Chemical Engineer's Handbook, Sixth Edition, McGraw-Hill, 1984, pages 12-43, methanol water mixtures are classed as a highly flammable fire hazard with a flash point of 75°F for a 30 percent solution of methanol in water.

The FAA agrees that ADI is a generic term. However, unless and until Petersen Aviation, Inc., adopts a descriptor or a trade name for this system, the FAA will refer to it as an ADI flammable fluid system, as distinguished from a nonflammable fluid system. The FAA does not plan a change in terminology at this time.

Supplemental Notice

During the type certification program of an ADI system on another airplane, it was discovered that a necessary paragraph addressing the ADI fluid quantity measuring device was inadvertently omitted from the Notice of Proposed Special Conditions. The paragraph was published as a supplemental notice for public comment in the *Federal Register* (52 FR 32805) on August 31, 1987. The comment period closed on September 30, 1987. No comments were received. The requirement has been incorporated into these final special conditions as paragraph 2(l).

Conclusion

This action affects only the Cessna Model 185 Series Airplanes incorporating ADI systems and engines certificated for use with those ADI systems. It is not a rule of general applicability and applies only to the models and series of airplane identified in these final special conditions.

List of Subjects in 14 CFR Parts 21 and 23

Aviation safety, Aircraft, Air transportation, Safety, Tires.

The authority citation for these special conditions is as follows:

Authority: Secs. 313(a), 601, and 603 of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); 14 CFR 21.16 and 21.101; and 14 CFR 11.28 and 11.49.

Adoption of Special Conditions

In consideration of the foregoing, the following special conditions are issued as a part of the type certification basis for the Cessna Model 185 Series Airplanes modified to incorporate the Petersen Aviation, Inc., Anti-Detonation Injection (ADI) System as follows:

1. Each Anti-Detonation Injection (ADI) system must meet the applicable requirements for the design of a fuel system

as specified in § 23.951 (a) and (b); § 23.953; § 23.954, § 23.955 (a) and (c)(1); § 23.959; § 23.961; § 23.963 (a), (d), and (e); § 23.965(a)(1); § 23.967 (a) (1) and (2), (b), (c), (d), and (e); § 23.969; § 23.971; § 23.973 (a), (b), and (c); § 23.975(a) (1), (2), (3), (5), (6), and (7); § 23.977 (a)(1), (b), (c), and (d); § 23.991; § 23.993; § 23.994; § 23.995; § 23.997; § 23.999; § 23.1141; § 23.1143 (a), (e), and (f); § 23.1189 (a) and (c); and § 23.1337 (a), (b)(1), (2), (3), and (4), and (c) of Part 23 of the Federal Aviation Regulations, dated February 1, 1965, as amended through Amendment 23-30, except as set forth in Special Conditions 2 through 4.

2. For ADI systems, replace the word "fuel" with the words "ADI fluid" in all Part 23 sections listed in Special Condition 1, as appropriate. In addition, certain Part 23 requirements listed in Special Condition 1 are reworded for ADI systems as follows:

(a) In § 23.955(a) General. In the first sentence, replace the words "The ability of the fuel system to provide fuel at the rates specified in this section and at a pressure sufficient for proper carburetor operation must be shown * * *" with the words "The ability of the ADI system to provide ADI fluid at a flow rate and pressure sufficient for proper engine operation must be shown. * * *".

(b) In § 23.955, replace the entire paragraph (c)(1) with "This flow rate is required for each primary pump and each alternate pump, when each pump is supplied with normal voltage."

(c) In § 23.967(d), the first sentence is not applicable to ADI systems. In the second sentence, the words "of a single-engine airplane" are not applicable to ADI systems.

(d) In § 23.971, replace current paragraph (a) with "(a) Each ADI fluid tank must be drainable in the normal ground attitude". Replace paragraph (b) with "(b) Each drain required by paragraph (a) of this section must comply with the provisions of § 23.999(a)".

(e) In § 23.991, replace current paragraph (a) with "(a) Primary pumps. (1) The pump which supplies ADI fluid to an engine during normal (nonfailure) operation of the system is a primary pump and there must be one primary pump for each engine. (2) It must be possible to bypass or flow ADI fluid through each primary pump." Replace current paragraph (b) with "(f) Alternate provisions to permit continued supply of ADI fluid to the engine in the event of primary pump failure must be incorporated in the installation. Any pump used for that purpose will be an alternate pump for that engine." In paragraph (c), replace the word "normal" with the word "primary" and the word "emergency" with the word "alternate".

(f) In § 23.997, replace current paragraph (d) with "(d) Have the capacity (with respect to operating limitations established for the ADI system) to ensure that ADI system functioning is not impaired, with the ADI fluid contaminated to a degree (with respect to particle size and density) that is greater than that established for proper operation of the ADI system," and add a new paragraph for ADI systems to read as follows: "(e) Be located with respect to any pressure or flow sensing devices such that the blockage of the filter will be detected by this device".

(g) In § 23.999, paragraph (b)(1) is not applicable to ADI systems.

(h) In § 23.1141(a) paragraphs (d) and (e) of § 23.777, which are incorporated by reference, are not applicable to ADI systems.

(i) In § 23.1141(a), paragraph(e)(1) of § 23.1555, which is incorporated by reference, is not applicable to ADI systems.

(j) In § 23.1141(e), the words "for turbine-engine-powered airplanes" are not applicable to ADI systems.

(k) In § 23.1143, as applies to the control and shutoff of the ADI system, add the following sentence: "In addition, there must be an indicator or warning light that indicates the proper operation or malfunction of the ADI system."

(l) In § 23.1337(b), for ADI systems, replace the lead-in paragraph with the following: "There must be a means to indicate the quantity of ADI fluid in each tank. A dipstick, sight gauge, or an indicator, calibrated in either gallons or pounds, and clearly marked to indicate which scale is being used, may be used. In addition * * *".

3. If the ADI fluid is injected into the induction air ducts, it must be injected in a location where the discharge, distribution, or atomization of the fluid will not be affected by operation on either primary or alternate air.

4. The ADI filler openings must be conspicuously marked at or near the filler cover with: (a) the words "ADI fluid meeting the Petersen Aviation, Inc., specification"; and (b) the capacity of the tank in either pounds or gallons consistent with other ADI system markings.

Issued in Kansas City, Missouri, on January 11, 1988.

Donald J. Schneider,
Acting Director, Central Region.

[FR Doc. 88-1956 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-03-M

14 CFR Parts 21 and 23

[Docket No. 017CE, Special Conditions No. 23-ACE-16A]

Special Conditions; Petersen Aviation, Inc., Modified Cessna Model 188 Series Airplanes To Incorporate Anti-Detonation Injection (ADI) System Provisions

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions; amendment to special conditions No. 23-ACE-16.

SUMMARY: This special condition amendment is issued to become part of the type certification basis for Cessna Model 188 Series Airplanes that are modified to incorporate Anti-Detonation Injection (ADI) system provisions. The certification basis for the existing type design of these airplanes does not contain adequate or appropriate safety

standards for these systems. Special conditions were published in the *Federal Register* on August 25, 1986 (51 FR 30207), to provide the additional safety standards which the Administrator finds necessary to establish a level of safety equivalent to the original certification basis for these airplanes.

EFFECTIVE DATE: February 1, 1988.

FOR FURTHER INFORMATION CONTACT: Oscar Ball, Aerospace Engineer, Standards Office (ACE-110), Aircraft Certification Division, Federal Aviation Administration, Room 1656, 601 East 12th Street, Kansas City, Missouri 64106, telephone (816) 374-5688.

SUPPLEMENTARY INFORMATION:

Background

On March 25, 1986, Petersen Aviation, Inc., Route 1, Box 18, Minden, Nebraska 68959, submitted an application for supplemental type certificate (STC) approval of the design changes necessary to incorporate an ADI system on the Cessna Model 188 Series Airplanes. This installation incorporates ADI tanks, pumps, lines, and an associated control system to supply ADI fluid to the engine in measured quantities to allow the engine to be operated on automobile gasoline (autogas). The engine will be previously certificated for use of autogas with ADI independently of the airplane installation certification.

The Administrator made a finding that the airworthiness standards designated in accordance with § 21.101(b)(2) do not contain adequate or appropriate safety standards because of novel or unusual design features of the proposed system.

Special conditions for the certification of this ADI system were proposed in Notice No. 23-ACE-16 which was published in the *Federal Register* on June 13, 1986. The closing date for comments was July 14, 1986. One comment was received. The special conditions were adopted as proposed on August 8, 1986, and published in the *Federal Register* on August 25, 1986 (51 FR 30207) to be effective September 24, 1986.

Subsequent certification activity revealed that one special condition paragraph, previously coordinated between the FAA and the applicant, had inadvertently been omitted from the special conditions package. The purpose of this adoption is to correct that omission.

Type Certification Basis

The certification basis (TC A9CE) for the Cessna Aircraft Company Model 188 Series Airplanes is, for Restricted Category, Part 21 of the Federal

Aviation Regulations, dated February 1, 1965; for Normal Category, Part 23 of the Federal Aviation Regulations, dated February 1, 1965; and, in addition, for S/N 18803297 and on, in Normal Category, § 23.1559, effective March 1, 1978.

For the Model T188C only, the certification basis is Part 21 of the Federal Aviation Regulations dated February 1, 1965, Part 23 of the Federal Aviation Regulations dated February 1, 1965, with exception to § 23.221, per § 21.25(a)(1), and, in addition, § 23.1559, effective March 1, 1978.

Equivalent Safety Findings were made on S/N 678T, 18802349 and on, S/N T18803307T, T18803308T, T18803325T and on, relative to Airspeed Indicator § 23.1545 (see Note 7 on TCDS on use of IAS), and Airspeed Limitations § 23.1583(a)(1).

Special Conditions No. 23-ACE-16 and the special conditions amendment adopted by this rulemaking action are applicable to all Cessna Model 188 Series Airplanes modified to incorporate the Petersen Aviation, Inc., ADI System.

Discussion of Comments

The FAA received no comments in response to Notice No. 23-ACE-16A, published in the *Federal Register* on August 31, 1987. The closing date for comments was September 30, 1987.

Conclusion

This action affects only the Cessna Model 188 Series Airplanes incorporating ADI systems. It is not a rule of general applicability and applies only to the series and model of airplane identified in these amended final special conditions.

List of Subjects in 14 CFR Parts 21 and 23

Aviation safety, Aircraft, Air transportation, Safety, Tires.

Citation

The authority citation for these special conditions is as follows:

Authority: Secs. 313(a), 601, and 603 of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); 14 CFR 21.16 and 21.101; and 14 CFR 11.28 and 11.49.

Adoption of Special Conditions

In consideration of the foregoing, the following special conditions amendment is issued as a part of the type certification basis for the Cessna Model 188 Series Airplanes modified to incorporate the Petersen Aviation, Inc., Anti-Detonation Injection (ADI) System as follows:

A new paragraph (k) is added to Special Condition 2 to read as follows:

(k) In § 23.1337(b), for ADI systems, replace the lead-in paragraph with "There must be means to indicate the quantity of ADI fluid in each tank. A dipstick, sight gauge, or an indicator, calibrated in either gallons or pounds, and clearly marked to indicate which scale is being used, may be used. In addition

Issued in Kansas City, Missouri, on January 5, 1988.

Paul K. Bohr,
Director, Central Region.

[FR Doc. 88-1955 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Parts 21 and 23

[Docket No. 021CE, Special Conditions No. 23-ACE-21]

Special Conditions; Petersen Aviation, Inc., Modified Cessna Model 206 Series Airplanes To Incorporate Anti-Detonation Injection (ADI) System Provisions

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions.

SUMMARY: These special conditions are issued to become part of the type certification basis for Cessna Aircraft Company Model 206 Series Airplanes that are modified to incorporate anti-detonation injection (ADI) system provisions. The certification basis for the existing type design of these airplanes does not contain adequate or appropriate safety standards for these systems. These special conditions contain the additional safety standards which the Administrator finds necessary to establish a level of safety equivalent to the original certification basis for these airplanes.

EFFECTIVE DATE: March 1, 1988.

FOR FURTHER INFORMATION CONTACT: Oscar Ball, Aerospace Engineer, Standards Office (ACE-110), Aircraft Certification Division, 601 East 12th Street, Room 1656, Federal Office Building, Kansas City, Missouri 64106, telephone (816) 374-5688.

SUPPLEMENTARY INFORMATION:

Background

On March 25, 1986, Petersen Aviation, Inc., Route 1, Box 18, Minden, Nebraska 68959, submitted an application for supplemental type certificate (STC) approval of the design changes necessary to incorporate an ADI system on the Cessna Model 206 Series Airplanes. This installation incorporates ADI tanks, pumps, lines, and an

associated control system to supply ADI fluid to the engine in measured quantities to allow the engine to be operated on automobile gasoline (autogas). The engine will be previously certificated for use of autogas with ADI independently of the airplane installation certification. Petersen Aviation, Inc., has indicated to the FAA that they plan substantially equivalent modifications to several other makes and models of small airplanes.

The installation of ADI systems in small airplanes for this purpose was not envisioned when the certification basis for the subject airplane was established. In addition, the Administrator has determined that the current Part 23 does not contain adequate or appropriate safety standards for ADI systems; therefore, an ADI system is considered a novel and unusual design feature.

Special conditions may be issued and amended, as necessary, as a part of the type certification basis if the Administrator finds that the airworthiness standards designated in accordance with § 21.101(b)(2) do not contain adequate or appropriate safety standards because of the novel and unusual design features of the airplane. Special conditions, as appropriate, are issued in accordance with § 11.49 after public notice, as required by §§ 11.28 and 11.29(b), effective October 14, 1980, and will become part of the type certification basis, as provided by § 21.101(b)(2).

While developing these special conditions, the FAA determined that the ADI fluid (a mixture of 60 percent alcohol and 40 percent water) is a flammable liquid in the same volatility class as gasoline and, as such, must be handled and protected in the same manner. Therefore, these special conditions require the ADI fluid system to meet essentially the same standards as the airplane fuel system.

Type Certification Basis

The certification basis (TC A4CE) for the Cessna Aircraft Company Model 206 Series Airplane is Part 3 of the Civil Air Regulations, effective May 15, 1956, as amended by 3-1 through 3-8; effective S/Nos. U20602589 and U20604650 and up, § 23.1559, effective March 1, 1978; dual wheel amphibious float criteria special conditions dated January 14, 1969; Amendment No. 1 dated February 20, 1969; Part 36, Amendments 1 through 6, S/N U20604075 and up.

Equivalent Safety Items S/N U20602589 and U20603021 and up

Airspeed Indicator—CAR 3.757

Operating Limitations—CAR 3.778(a)

In addition, these special conditions are applicable when ADI systems are installed.

Discussion of Comments

The FAA received two comments in response to Notice No. 23-ACE-21, published in the *Federal Register* on August 28, 1986. The closing date for comments was September 29, 1986.

One commenter, representing the general aviation manufacturers, submitted several comments to Docket No. 018CE, Notice No. 23-ACE-18, and stated that the " * * * comments are applicable to all such special conditions concerning ADI system installations." The FAA addressed these comments in the adoption of the final special conditions, for Petersen Aviation, Inc., modified Beech Model 33 Series, Model 35 Series, and Model 36 Series Airplanes, published in the *Federal Register* on April 10, 1987 (52 FR 11627).

Another commenter, representing an aviation foundation, " * * * takes issue with the FAA's determination that the anti-detonation injection (ADI) fluid is a flammable liquid in the same volatility class as gasoline. While the Petersen Aviation, Inc., ADI fluid might be a flammable liquid, other ADI liquids are not. ADI fluid is normally a mixture of water and alcohol. Alcohol is added to water to prevent freezing at low ambient temperature conditions. The concentration of alcohol required to effectively lower the freezing temperature is insufficient to support a flame.

"Anti-detonation injection (ADI) is a generic term covering different combinations and types of alcohol and water. All ADI fluids are not flammable and some change in the terminology must be incorporated to exclude nonflammable ADI fluids from having to be specially handled and protected as gasoline."

The FAA recognizes that ADI systems have been used in both reciprocating and turbine engines for many years. In these systems, the ADI mixture ratio of alcohol to water was lower and flammability was less. The ADI fluid to be used in the Petersen installation is 60 percent methanol and 40 percent water. According to Perry's Chemical Engineer's Handbook, Sixth Edition, McGraw-Hill, 1984, pages 12-43, methanol water mixtures are classed as a highly flammable fire hazard with a flash point of 75° F for a 30 percent solution of methanol in water.

The FAA agrees that ADI is a generic term. However, unless and until Petersen Aviation, Inc., adopts a descriptor or a trade name for this system, the FAA will refer to it as an

ADI flammable fluid system, as distinguished from a nonflammable fluid system. The FAA does not plan a change in terminology at this time.

Supplemental Notice

During the type certification program of an ADI system on another airplane, it was discovered that a necessary paragraph addressing the ADI fluid quantity measuring device was inadvertently omitted from the Notice of Proposed Special Conditions. The paragraph was published as a Supplemental Notice for public comment in the *Federal Register* on August 31, 1987 (52 FR 32807). The comment period closed on September 30, 1987. No comments were received. The requirement has been incorporated into these final special conditions as paragraph 2(l).

Conclusion

This action affects only the Cessna Model 206 Series Airplanes incorporating ADI systems and engines certificated for use with those ADI systems. It is not a rule of general applicability and applies only to the model and series of airplane identified in these final special conditions.

List of Subjects in 14 CFR Parts 21 and 23

Aviation safety, Aircraft, Air transportation, Safety, Tires.

The authority citation for these special conditions is as follows:

Authority: Secs 313(a), 601, and 603 of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); 14 CFR 21.16 and 21.101; and 14 CFR 11.28 and 11.49.

Adoption of Special Conditions

In consideration of the foregoing, the following special conditions are issued as a part of the type certification basis for the Cessna Model 206 Series Airplanes modified to incorporate the Petersen Aviation, Inc., Anti-Detonation Injection (ADI) System as follows:

1. Each Anti-Detonation Injection (ADI) system must meet the applicable requirements for the design of a fuel system as specified in § 23.951 (a) and (b); § 23.953; § 23.954; § 23.955 (a) and (c)(1); § 23.959; § 23.961; § 23.963 (a), (d), and (e); § 23.965(a)(1); § 23.967(a)(1) and (2), (b), (c), (d), and (e); § 23.969; § 23.971; § 23.973(a), (b), and (c); § 23.975(a)(1), (2), (3), (5), (6), and (7); § 23.977(a)(1), (b), (c), and (d); § 23.991; § 23.993; § 23.994; § 23.995; § 23.997; § 23.999; § 23.1141; § 23.1143 (a), (e), and (f); § 23.1189 (a) and (c); and § 23.1337(a), (b)(1), (2), (3), and (4), and (c) of the Federal Aviation Regulations, dated February 1, 1965, as

amended through Amendment 23-30, except as set forth in Special Conditions 2 through 4.

2. For ADI systems, replace the word "fuel" with the words "ADI fluid" in all Part 23 sections listed in Special Condition 1, as appropriate. In addition, certain Part 23 requirements listed in Special Condition 1 are reworded for ADI systems, as follows:

(a) In § 23.955(a) General. In the first sentence, replace the words "The ability of the fuel system to provide fuel at the rates specified in this section and at a pressure sufficient for proper carburetor operation must be shown * * *" with the words "The ability of the ADI system to provide ADI fluid at a flow rate and pressure sufficient for proper engine operation must be shown * * *".

(b) In § 23.955, replace the entire paragraph (c)(1) with "This flow rate is required for each primary pump and each alternate pump, when each pump is supplied with normal voltage."

(c) In § 23.967(d), the first sentence is not applicable to ADI systems. In the second sentence, the words "of a single-engine airplane" are not applicable to ADI systems.

(d) In § 23.971, replace the current paragraph (a) with "(a) Each ADI fluid tank must be drainable in the normal ground attitude". Replace current paragraph (b) with "(b) Each drain required by paragraph (a) of this section must comply with the provisions of § 23.999(b)".

(e) In § 23.991, replace current paragraph (a) with "(a) Primary pumps. (1) The pump which supplies ADI fluid to an engine during normal (nonfailure) operation of the system is a primary pump and there must be one primary pump for each engine. (2) It must be possible to bypass or flow ADI fluid through each primary pump." Replace current paragraph (b) with "(b) Alternate provisions to permit continued supply of ADI fluid to the engine in the event of primary pump failure must be incorporated in the installation. Any pump used for that purpose will be an alternate pump for that engine." In paragraph (c), replace the word "normal" with the word "primary" and word "emergency" with the word "alternate".

(f) In § 23.997, replace current paragraph (d) with "(d) Have the capacity (with respect to operating limitations established for the ADI system) to ensure that ADI system functioning is not impaired, with the ADI fluid contaminated to a degree (with respect to particle size and density) that is greater than that established for proper operation of the ADI system." and add a new paragraph as follows: "(e) Be located with respect to any pressure or flow-sensing devices such that the blockage of the filter will be detected by this device."

(g) In § 23.999, paragraph (b)(1) is not applicable to ADI systems.

(h) In § 23.1141(a), paragraphs (d) and (e) of § 23.777, which are incorporated by reference, are not applicable to ADI systems.

(i) In § 23.1141(a), paragraph (e)(1) of § 23.1555, which is incorporated by reference, is not applicable to ADI systems.

(j) In § 23.1141(e), the words "for turbine-engine-powered airplanes" are not applicable to ADI systems.

(k) In § 23.1143, as applies to the control and shutoff of the ADI system, add the

following sentence: "In addition, there must be an indicator or warning light that indicates the proper operation or malfunction of the ADI system."

(l) In § 23.1337(b), replace the current lead-in paragraph with the following paragraph: "There must be means to indicate the quantity of ADI fluid in each tank. A dipstick, sight gauge, or an indicator, calibrated in either gallons or pounds and clearly marked to indicate which scale is being used, may be used. In addition * * *"

3. If the ADI fluid is injected into the induction air ducts, it must be injected in a location where the discharge, distribution, or atomization of the fluid will not be affected by operation on either primary or alternate air.

4. The ADI fluid tank filler openings must be conspicuously marked at or near the filler cover with: (a) the words "ADI fluid meeting the Petersen Aviation, Inc., specification"; and (b) the capacity of the tank, in either pounds, or gallons consistent with other ADI system markings.

Issued in Kansas City, Missouri, on January 7, 1988.

Paul K. Bohr,

Director, Central Region.

[FR Doc. 88-1959 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Parts 21 and 23

[Docket No. 022CE, Special Conditions 23-ACE-22]

Special Conditions; Petersen Aviation, Inc., Modified Cessna Model 207 Series Airplanes to Incorporate Anti-Detonation Injection (ADI) System Provisions

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions.

SUMMARY: These special conditions are issued to become part of the type certification basis for Cessna Aircraft Company Model 207 Series Airplanes that are modified to incorporate anti-detonation injection (ADI) system provisions. The certification basis for the existing type design of these airplanes does not contain adequate or appropriate safety standards for these systems. These special conditions contain the additional safety standards which the Administrator finds necessary to establish a level of safety equivalent to the original certification basis for these airplanes.

EFFECTIVE DATE: February 1, 1988.

FOR FURTHER INFORMATION CONTACT:

Oscar Ball, Aerospace Engineer, Aircraft Certification Division, 601 East 12th Street, Room 1656, Federal Office Building, Kansas City, Missouri 64106, telephone (816) 374-5688.

SUPPLEMENTARY INFORMATION:

Background

On March 25, 1986, Petersen Aviation, Inc., Route 1, Box 18, Minden, Nebraska 68959, submitted an application for supplemental type certificate (STC) approval of the design changes necessary to incorporate an ADI system on the Cessna Model 207 Series Airplanes. This installation incorporates ADI tanks, pumps, lines, and an associated control system to supply ADI fluid to the engine in measured quantities to allow the engine to be operated on automobile gasoline (autogas). The engine will be previously certificated for use of autogas with ADI independently of the airplane installation certification. Petersen Aviation, Inc., has indicated to the FAA that they plan substantially equivalent modifications to several other makes and models of small airplanes.

The installation of ADI systems in small airplanes for this purpose was not envisioned when the certification basis for the subject airplanes was established. In addition, the Administrator has determined that the current Part 23 does not contain adequate or appropriate safety standards for ADI systems; therefore, an ADI system is considered a novel and unusual design feature.

Special conditions may be issued and amended, as necessary, as a part of the type certification basis if the Administrator finds that the airworthiness standards designated in accordance with § 21.101(b)(2) do not contain adequate or appropriate safety standards because of the novel and unusual design features of the airplane. Special conditions, as appropriate, are issued in accordance with § 11.49 after public notice, as required by §§ 11.28 and 11.29(b), effective October 14, 1980, and will become part of the type certification basis, as provided by § 21.101(b)(2).

While developing these special conditions, the FAA determined that the ADI fluid (a mixture of 60 percent alcohol and 40 percent water) is flammable liquid in the same volatility class as gasoline and, as such, must be handled and protected in the same manner. Therefore, these special conditions require the ADI fluid system to meet essentially the same standards as the airplane fuel system.

Type Certification Basis

The certification basis (TC A16CE) for the Cessna Aircraft Company Model 207 Series Airplane is Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 23-

1 through 23-6; S/N 20700483 and up, § 23.1559 as amended by Amendment 23-21 effective March 1, 1978; Part 36 dated December 1, 1969, as amended by Amendments 36-1 through 36-6 for S/N 20700363 and up; S/N 20700315 and up, equivalent safety findings for airspeed indicator, § 23.1545; and operating limitations, § 23.1583(a)(1).

In addition, these special conditions are applicable when ADI systems are installed.

Discussion of Comments

The FAA received two comments in response to Notice No. 23-ACE-22, published in the *Federal Register* on August 21, 1986. The closing date for comments was September 22, 1986.

One commenter, representing the general aviation manufacturers, submitted several comments to Docket No. 018CE, Notice No. 23-ACE-18, and stated that the " * * * comments are applicable to all such special conditions concerning ADI system installations." The FAA addressed these comments in the adoption of the final special conditions, for Petersen Aviation, Inc., modified Beech Model 33 Series, Model 35 Series, and Model 36 Series Airplanes, published in the *Federal Register* on April 10, 1987 (52 FR 11627).

Another commenter, representing an aviation foundation, " * * * takes issue with the FAA's determination that the anti-detonation injection (ADI) fluid is a flammable liquid in the same volatility class as gasoline. While the Petersen Aviation, Inc., ADI fluid might be a flammable liquid, other ADI liquids are not. ADI fluid is normally a mixture of water and alcohol. Alcohol is added to water to prevent freezing at low ambient temperature conditions. The concentration of alcohol required to effectively lower the freezing temperature is insufficient to support a flame.

"Anti-detonation injection (ADI) is a generic term covering different combinations and types of alcohol and water. All ADI fluids are not flammable and some change in the terminology must be incorporated to exclude nonflammable ADI fluids from having to be specially handled and protected as gasoline."

The FAA recognizes that ADI systems have been used in both reciprocating and turbine engines for many years. In these systems, the ADI mixture ratio of alcohol to water was lower and flammability was less. The ADI fluid to be used in the Petersen installation is 60 percent methanol and 40 percent water. According to Perry's Chemical Engineer's Handbook, Sixth Edition, McGraw-Hill, 1984, pages 12-43,

methanol water mixtures are classed as a highly flammable fire hazard with a flash point of 75 °F for a 30 percent solution of methanol in water.

The FAA agrees that ADI is a generic term. However, unless and until Petersen Aviation, Inc., adopts a descriptor or a trade name for this system, the FAA will refer to it as an ADI flammable fluid system, as distinguished from a nonflammable fluid system. The FAA does not plan a change in terminology at this time.

Supplemental Notice

During the type certification program of an ADI system on another airplane, it was discovered that a necessary paragraph addressing the ADI fluid quantity measuring device was inadvertently omitted from the Notice of Proposed Special Conditions. The paragraph was published for public comment in the *Federal Register* (52 FR 32808) on August 31, 1987. The comment period closed on September 30, 1987. No comments were received. The requirement has been incorporated into these final special conditions as paragraph 2(l).

Conclusion

This action affects only the Cessna Model 207 Series Airplanes incorporating ADI systems and engines certificated for use with those ADI systems. It is not a rule of general applicability and applies only to the model and series of airplane identified in these final special conditions.

List of Subjects in 14 CFR Parts 21 and 23

Aviation safety, Aircraft, Air transportation, Safety, Tires.

The authority citation for these special conditions is as follows:

Authority: Secs. 313(a), 601, and 603 of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); 14 CFR 21.18 and 21.101; and 14 CFR 11.28 and 11.49.

Adoption of Special Conditions

In consideration of the foregoing, the following special conditions are issued as a part of the type certification basis for the Cessna Model 207 Series Airplanes modified to incorporate the Petersen Aviation, Inc., Anti-Detonation Injection (ADI) System as follows:

1. Each Anti-Detonation Injection (ADI) system must meet the applicable requirements for the design of a fuel system as specified in § 23.951 (a) and (b); § 23.953; § 23.954, § 23.955 (a) and (c)(1); § 23.959; § 23.961; § 23.963 (a), (d), and (e); § 23.965(a)(1); § 23.967 (a)(1) and (2), (b), (c), (d), and (e); § 23.969; § 23.971; § 23.973 (a), (b),

and (c); § 23.975(a)(1), (2), (3), (5), (6), and (7); § 23.977 (a)(1), (b), (c), and (d); § 23.991; § 23.993; § 23.994; § 23.995; § 23.997; § 23.999; § 23.1141; § 23.1143 (a), (e), and (f); § 23.1189 (a) and (c); and § 23.1337 (a), (b)(1), (2), (3), and (4), and (c) of the Federal Aviation Regulations, dated February 1, 1985, as amended through Amendment 23-30, except as set forth in Special Conditions 2 through 4.

2. For ADI systems, replace the word "fuel" with the words "ADI fluid" in all Part 23 sections listed in Special Condition 1, as appropriate. In addition, certain Part 23 requirements listed in Special Condition 1 are reworded for ADI systems, as follows:

(a) In § 23.955(a) General. In the first sentence, replace the words "The ability of the fuel system to provide fuel at the rates specified in this section and at a pressure sufficient for proper carburetor operation must be shown * * *" with the words "The ability of the ADI system to provide ADI fluid at a flow rate and pressure sufficient for proper engine operation must be shown * * *".

(b) In § 23.955, replace the entire paragraph (c)(1) with "This flow rate is required for each primary pump and each alternate pump, when each pump is supplied with normal voltage."

(c) In § 23.967(d), the first sentence is not applicable to ADI systems. In the second sentence, the words "of a single-engine airplane" are not applicable to ADI systems.

(d) In § 23.971, replace the current paragraph (a) with "(a) Each ADI fluid tank must be drainable in the normal ground attitude." Replace current paragraph (b) with "(b) Each drain required by paragraph (a) of this section must comply with the provisions of § 23.999(b)".

(e) In § 23.991, replace current paragraph (a) with "(a) Primary pumps. (1) The pump which supplies ADI fluid to an engine during normal (nonfailure) operation of the system is a primary pump and there must be one primary pump for each engine. (2) It must be possible to bypass or flow ADI fluid through each primary pump." Replace current paragraph (b) with "(b) Alternate provisions to permit continued supply of ADI fluid to the engine in the event of primary pump failure must be incorporated in the installation. Any pump used for that purpose will be an alternate pump for that engine. In paragraph (c), replace the word "normal" with the word "primary" and the word "emergency" with the word "alternate".

(f) In § 23.997, replace current paragraph (d) with "(d) Have the capacity (with respect to operating limitations established for the ADI system) to ensure that ADI system functioning is not impaired, with the ADI fluid contaminated to a degree (with respect to particle size and density) that is greater than that established for proper operation of the ADI system," and add a new paragraph as follows: "(e) Be located with respect to any pressure or flow-sensing devices such that the blockage of the filter will be detected by this device".

(g) In § 23.999, paragraph (b)(1) is not applicable to ADI systems.

(h) In § 23.1141(a), paragraphs (d) and (e) of § 23.777, which are incorporated by reference, are not applicable to ADI systems.

(i) In § 23.1141(a), paragraph (e)(1) of § 23.1555, which is incorporated by reference, is not applicable to ADI systems.

(j) In § 23.1141(e), the words "for turbine-engine-powered airplanes" are not applicable to ADI systems.

(k) In § 23.1143, as applies to the control and shutoff of the ADI system, add the following sentence: "In addition, there must be an indicator or warning light that indicates the proper operation or malfunction of the ADI system."

(l) In § 23.1337(b), replace the current lead-in paragraph with the following paragraph: "There must be means to indicate the quantity of ADI fluid in each tank. A dipstick, sight gauge, or an indicator, calibrated in either gallons or pounds and clearly marked to indicate which scale is being used, may be used. In addition * * *"

3. If the ADI fluid is injected into the induction air ducts, it must be injected in a location where the discharge, distribution, or atomization of the fluid will not be affected by operation on either primary or alternate air.

4. The ADI filler openings must be conspicuously marked at or near the filler cover with: (a) the words "ADI fluid meeting the Petersen Aviation, Inc., specification"; and (b) the capacity of the tank, in either pounds, or gallons consistent with other ADI system markings.

Issued in Kansas City, Missouri on January 11, 1988.

Donald J. Schneider,

Acting Director, Central Region.

[FR Doc. 88-1958 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Parts 21 and 23

[Docket No. 023CE, Special Conditions No. 23-ACE-23]

Special Conditions; Petersen Aviation, Inc., Modified Cessna Model 210 Series Airplanes To Incorporate Anti-Detonation Injection (ADI) System Provisions

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions.

SUMMARY: These special conditions are issued to become part of the type certification basis for Cessna Aircraft Company Model 210 Series Airplanes that are modified to incorporate anti-detonation injection (ADI) system provisions. The certification basis for the existing type design of these airplanes does not contain adequate or appropriate safety standards for these systems. These special conditions contain the additional safety standards which the Administrator finds necessary to establish a level of safety equivalent

to the original certification basis for these airplanes.

EFFECTIVE DATE: February 1, 1988.

FOR FURTHER INFORMATION CONTACT:

Oscar Ball, Aerospace Engineer, Standards Office (ACE-110), Aircraft Certification Division, 601 East 12th Street, Room 1656, Federal Office Building, Kansas City, Missouri 64106, telephone (816) 374-5688.

SUPPLEMENTARY INFORMATION:

Background

On March 25, 1986, Petersen Aviation, Inc., Route 1, Box 18, Minden, Nebraska 68959, submitted an application for supplemental type certificate (STC) approval of the design changes necessary to incorporate an ADI system on the Cessna Model 210 Series Airplanes. This installation incorporates ADI tanks, pumps, lines, and an associated control system to supply ADI fluid to the engine in measured quantities to allow the engine to be operated on automobile gasoline (autogas). The engine will be previously certificated for use of autogas with ADI independently of the airplane installation certification. Petersen Aviation, Inc., has indicated to the FAA that they plan substantially equivalent modifications to several other makes and models of small airplanes.

The installation of ADI systems in small airplanes for this purpose was not envisioned when the certification basis for the subject airplanes was established. In addition, the Administrator has determined that the current Part 23 does not contain adequate or appropriate safety standards for ADI systems; therefore, an ADI system is considered a novel and unusual design feature.

Special conditions may be issued and amended, as necessary, as part of the type certification basis if the Administrator finds that the airworthiness standards designated in accordance with § 21.101(b)(2) do not contain adequate or appropriate safety standards because of the novel and unusual design features of the airplane. Special conditions, as appropriate, are issued in accordance with § 11.49 after public notice, as required by §§ 11.28 and 11.29(b) effective October 14, 1980, and will become part of the type certification basis, as provided by § 21.101(b)(2).

While developing these special conditions, the FAA determined that the ADI fluid (a mixture of 60 percent alcohol and 40 percent water) is a flammable liquid in the same volatility class as gasoline and, as such, must be handled and protected in the same

manner. Therefore, these special conditions require the ADI fluid system to meet essentially the same standards as the airplane fuel system.

Type Certification Basis

The certification basis (TC 3A21) for the Cessna Aircraft Company Model 210 Series Airplane is as follows:

Models 210/210A: Part 3 of the Civil Air Regulations effective May 15, 1956, with no amendments.

Models 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210I, 210J, 210K, 210L, 210M, 210N, 210O, 210P, 210Q, 210R, 210S, 210T, 210U, 210V, 210W, 210X, 210Y, 210Z, 210AA, 210AB, 210AC, 210AD, 210AE, 210AF, 210AG, 210AH, 210AI, 210AJ, 210AK, 210AL, 210AM, 210AN, 210AO, 210AP, 210AQ, 210AR, 210AS, 210AT, 210AU, 210AV, 210AW, 210AX, 210AY, 210AZ, 210BA, 210BB, 210BC, 210BD, 210BE, 210BF, 210BG, 210BH, 210BI, 210BJ, 210BK, 210BL, 210BM, 210BN, 210BO, 210BP, 210BQ, 210BR, 210BS, 210BT, 210BU, 210BV, 210BW, 210BX, 210BY, 210BZ, 210CA, 210CB, 210CC, 210CD, 210CE, 210CF, 210CG, 210CH, 210CI, 210CJ, 210CK, 210CL, 210CM, 210CN, 210CO, 210CP, 210CQ, 210CR, 210CS, 210CT, 210CU, 210CV, 210CW, 210CX, 210CY, 210CZ, 210DA, 210DB, 210DC, 210DD, 210DE, 210DF, 210DG, 210DH, 210DI, 210DJ, 210DK, 210DL, 210DM, 210DN, 210DO, 210DP, 210DQ, 210DR, 210DS, 210DT, 210DU, 210DV, 210DW, 210DX, 210DY, 210DZ, 210EA, 210EB, 210EC, 210ED, 210EE, 210EF, 210EG, 210EH, 210EI, 210EJ, 210EK, 210EL, 210EM, 210EN, 210EO, 210EP, 210EQ, 210ER, 210ES, 210ET, 210EU, 210EV, 210EW, 210EX, 210EY, 210EZ, 210FA, 210FB, 210FC, 210FD, 210FE, 210FF, 210FG, 210FH, 210FI, 210FJ, 210FK, 210FL, 210FM, 210FN, 210FO, 210FP, 210FQ, 210FR, 210FS, 210FT, 210FU, 210FV, 210FW, 210FX, 210FY, 210FZ, 210GA, 210GB, 210GC, 210GD, 210GE, 210GF, 210GG, 210GH, 210GI, 210GJ, 210GK, 210GL, 210GM, 210GN, 210GO, 210GP, 210GQ, 210GR, 210GS, 210GT, 210GU, 210GV, 210GW, 210GX, 210GY, 210GZ, 210HA, 210HB, 210HC, 210HD, 210HE, 210HF, 210HG, 210HH, 210HI, 210HJ, 210HK, 210HL, 210HM, 210HN, 210HO, 210HP, 210HQ, 210HR, 210HS, 210HT, 210HU, 210HV, 210HW, 210HX, 210HY, 210HZ, 210IA, 210IB, 210IC, 210ID, 210IE, 210IF, 210IG, 210IH, 210II, 210IJ, 210IK, 210IL, 210IM, 210IN, 210IO, 210IP, 210IQ, 210IR, 210IS, 210IT, 210IU, 210IV, 210IW, 210IX, 210IY, 210IZ, 210JA, 210JB, 210JC, 210JD, 210JE, 210JF, 210JG, 210JH, 210JI, 210JJ, 210JK, 210JL, 210JM, 210JN, 210JO, 210JP, 210JQ, 210JR, 210JS, 210JT, 210JU, 210JV, 210JW, 210JX, 210JY, 210JZ, 210KA, 210KB, 210KC, 210KD, 210KE, 210KF, 210KG, 210KH, 210KI, 210KJ, 210KK, 210KL, 210KM, 210KN, 210KO, 210KP, 210KQ, 210KR, 210KS, 210KT, 210KU, 210KV, 210KW, 210KX, 210KY, 210KZ, 210LA, 210LB, 210LC, 210LD, 210LE, 210LF, 210LG, 210LH, 210LI, 210LJ, 210LK, 210LL, 210LM, 210LN, 210LO, 210LP, 210LQ, 210LR, 210LS, 210LT, 210LU, 210LV, 210LW, 210LX, 210LY, 210LZ, 210MA, 210MB, 210MC, 210MD, 210ME, 210MF, 210MG, 210MH, 210MI, 210MJ, 210MK, 210ML, 210MN, 210MO, 210MP, 210MQ, 210MR, 210MS, 210MT, 210MU, 210MV, 210MW, 210MX, 210MY, 210MZ, 210NA, 210NB, 210NC, 210ND, 210NE, 210NF, 210NG, 210NH, 210NI, 210NJ, 210NK, 210NL, 210NM, 210NO, 210NP, 210NQ, 210NR, 210NS, 210NT, 210NU, 210NV, 210NW, 210NX, 210NY, 210NZ, 210OA, 210OB, 210OC, 210OD, 210OE, 210OF, 210OG, 210OH, 210OI, 210OJ, 210OK, 210OL, 210OM, 210ON, 210OO, 210OP, 210OQ, 210OR, 210OS, 210OT, 210OU, 210OV, 210OW, 210OX, 210OY, 210OZ, 210PA, 210PB, 210PC, 210PD, 210PE, 210PF, 210PG, 210PH, 210PI, 210PJ, 210PK, 210PL, 210PM, 210PN, 210PO, 210PP, 210PQ, 210PR, 210PS, 210PT, 210PU, 210PV, 210PW, 210PX, 210PY, 210PZ, 210QA, 210QB, 210QC, 210QD, 210QE, 210QF, 210QG, 210QH, 210QI, 210QJ, 210QK, 210QL, 210QM, 210QN, 210QO, 210QP, 210QQ, 210QR, 210QS, 210QT, 210QU, 210QV, 210QW, 210QX, 210QY, 210QZ, 210RA, 210RB, 210RC, 210RD, 210RE, 210RF, 210RG, 210RH, 210RI, 210RJ, 210RK, 210RL, 210RM, 210RN, 210RO, 210RP, 210RQ, 210RR, 210RS, 210RT, 210RU, 210RV, 210RW, 210RX, 210RY, 210RZ, 210SA, 210SB, 210SC, 210SD, 210SE, 210SF, 210SG, 210SH, 210SI, 210SJ, 210SK, 210SL, 210SM, 210SN, 210SO, 210SP, 210SQ, 210SR, 210SS, 210ST, 210SU, 210SV, 210SW, 210SX, 210SY, 210SZ, 210TA, 210TB, 210TC, 210TD, 210TE, 210TF, 210TG, 210TH, 210TI, 210TJ, 210TK, 210TL, 210TM, 210TN, 210TO, 210TP, 210TQ, 210TR, 210TS, 210TT, 210TU, 210TV, 210TW, 210TX, 210TY, 210TZ, 210UA, 210UB, 210UC, 210UD, 210UE, 210UF, 210UG, 210UH, 210UI, 210UJ, 210UK, 210UL, 210UM, 210UN, 210UO, 210UP, 210UQ, 210UR, 210US, 210UT, 210UU, 210UV, 210UW, 210UX, 210UY, 210UZ, 210VA, 210VB, 210VC, 210VD, 210VE, 210VF, 210VG, 210VH, 210VI, 210VJ, 210VK, 210VL, 210VM, 210VN, 210VO, 210VP, 210VQ, 210VR, 210VS, 210VT, 210VU, 210VV, 210VW, 210VX, 210VY, 210VZ, 210WA, 210WB, 210WC, 210WD, 210WE, 210WF, 210WG, 210WH, 210WI, 210WJ, 210WK, 210WL, 210WM, 210WN, 210WO, 210WP, 210WQ, 210WR, 210WS, 210WT, 210WU, 210WV, 210WW, 210WX, 210WY, 210WZ, 210XA, 210XB, 210XC, 210XD, 210XE, 210XF, 210XG, 210XH, 210XI, 210XJ, 210XK, 210XL, 210XM, 210XN, 210XO, 210XP, 210XQ, 210XR, 210XS, 210XT, 210XU, 210XV, 210XW, 210XX, 210XY, 210XZ, 210YA, 210YB, 210YC, 210YD, 210YE, 210YF, 210YG, 210YH, 210YI, 210YJ, 210YK, 210YL, 210YM, 210YN, 210YO, 210YP, 210YQ, 210YR, 210YS, 210YT, 210YU, 210YV, 210YW, 210YX, 210YY, 210YZ, 210ZA, 210ZB, 210ZC, 210ZD, 210ZE, 210ZF, 210ZG, 210ZH, 210ZI, 210ZJ, 210ZK, 210ZL, 210ZM, 210ZN, 210ZO, 210ZP, 210ZQ, 210ZR, 210ZS, 210ZT, 210ZU, 210ZV, 210ZW, 210ZX, 210ZY, 210ZZ

Model P210N: Part 3 of the Civil Air Regulations dated May 15, 1956, Paragraph 3.112, as amended October 1, 1959, and §§ 23.365, 23.571, 23.775, 23.841, 23.843, 23.901, 23.909, 23.1041, 23.1043, 23.1143, 23.1305, 23.1325, 23.1441, and 23.1527 of Part 23 effective February 1, 1965, as amended to February 14, 1975. Part 36 dated December 1, 1969, plus Amendments 36-1 through 36-6. Also, § 23.1559, effective March 1, 1978, for the Models 210N/T210N.

Model P210N: Part 3 of the Civil Air Regulations dated May 15, 1956, Paragraph 3.112, as amended October 1, 1959, and §§ 23.365, 23.571, 23.775, 23.841, 23.843, 23.901, 23.909, 23.1041, 23.1043, 23.1143, 23.1305, 23.1325, 23.1441, and 23.1527 of Part 23 effective February 1, 1965, as amended to February 14, 1975. Part 36 dated December 1, 1969, plus Amendments 36-1 through 36-6. Also, § 23.1559, effective March 1, 1978, for P21000151 and up.

Equivalent Safety Items (S/N U21061040 and up, and S/N P2100001 and up): Airspeed Indicator, CAR 3.757; Operating Limitations, CAR 3.778(a) (210N, S/N 21062955 and up); Airspeed Indicating System, CAR 3.663.

In addition, these special conditions are applicable when ADI systems are installed.

Discussion of Comments

The FAA received two comments in response to Notice No. 23-ACE-23 published in the *Federal Register* on August 21, 1986. The closing date for comments was September 22, 1986.

One commenter, representing the general aviation manufacturers, submitted several comments to Docket No. 018CE, Notice No. 23-ACE-18, and stated that the " * * * comments are applicable to all such special conditions concerning ADI system installations." The FAA addressed these comments in the adoption of the final special conditions, for Petersen Aviation, Inc., modified Beech Model 33 Series, Model 35 Series, and Model 36 Series Airplanes, published in the *Federal Register* on April 10, 1987 (52 FR 11627).

Another commenter representing an aviation foundation, " * * * takes issue

with the FAA's determination that the anti-detonation injection (ADI) fluid is a flammable liquid in the same volatility class as gasoline. While the Petersen Aviation, Inc., ADI fluid might be a flammable liquid, other ADI liquids are not. ADI fluid is normally a mixture of water and alcohol. Alcohol is added to water to prevent freezing at low ambient temperature conditions. The concentration of alcohol required to effectively lower the freezing temperature is insufficient to support a flame.

"Anti-detonation injection (ADI) is a generic term covering different combinations and types of alcohol and water. All ADI fluids are not flammable and some change in the terminology must be incorporated to exclude nonflammable ADI fluids from having to be specially handled and protected as gasoline."

The FAA recognizes that ADI systems have been used in both reciprocating and turbine engines for many years. In these systems, the ADI mixture ratio of alcohol to water was lower and flammability was less. The ADI fluid to be used in the Petersen installation is 60 percent methanol and 40 percent water. According to Perry's Chemical Engineer's Handbook, Sixth Edition, McGraw-Hill, 1984, parts 12-43, methanol water mixtures are classed as a highly flammable fire hazard with a flash point of 75° F for a 30 percent solution of methanol in water.

The FAA agrees that ADI is a generic term. However, unless and until Petersen Aviation, Inc., adopts a descriptor or a trade name for this system, the FAA will refer to it as an ADI flammable fluid system, as distinguished from a nonflammable fluid system. The FAA does not plan a change in terminology at this time.

Supplemental Notice.

During the type certification program of an ADI system on another airplane, it was discovered that a necessary paragraph addressing the ADI fluid quantity measuring device was inadvertently omitted from the Notice of Proposed Special Conditions. The paragraph was published as a Supplemental Notice for public comment in the *Federal Register* on July 20, 1987 (52 FR 27223). The comment period closed on August 19, 1987. No comments were received. The requirement has been incorporated into these final special conditions as paragraph 2(l).

Conclusion

This action affects only the Cessna Model 210 Series Airplanes incorporating ADI systems and engines

certificated for use with those ADI systems. It is not a rule of general applicability and applies only to the model and series of airplane identified in these final special conditions.

List of Subjects in 14 CFR Parts 21 and 23

Aviation safety, Aircraft, Air transportation, Safety, Tires.

The authority citation for these special conditions is as follows:

Authority: Secs. 313(a), 601, and 603 of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); 14 CFR 21.16 and 21.101; and 14 CFR 11.28 and 11.49.

Adoption of Special Conditions

In consideration of the foregoing, the following special conditions are issued as a part of the type certification basis for the Cessna Model 210 Series Airplanes modified to incorporate the Petersen Aviation, Inc., Anti-Detonation Injection (ADI) System as follows:

1. Each Anti-Detonation Injection (ADI) system must meet the applicable requirements for the design of a fuel system as specified in § 23.951(a) and (b); § 23.953; § 23.954, § 23.955(a) and (c)(1); § 23.959; § 23.961; § 23.963(a), (d), and (e); § 23.965(a)(1); § 23.967(a)(1) and (2), (b), (c), (d), and (e); § 23.969; § 23.971; § 23.973(a), (b), and (c); § 23.975(a)(1), (2), (3), (5), (6), and (7); § 23.977(a)(1), (b), (c), and (d); § 23.991; § 23.993; § 23.994; § 23.995; § 23.997; § 23.999; § 23.1141; § 23.1143(a), (e), and (f); § 23.1189(a) and (c); § 23.1337(a), (b)(1), (2), (3), and (4), and (c) of the Federal Aviation Regulations, dated February 1, 1965, as amended through Amendment 23-30, except as set forth in Special Conditions 2 through 4.

2. For ADI systems, replace the word "fuel" with the words "ADI fluid" in all Part 23 sections listed in Special Condition 1, as appropriate. In addition, certain Part 23 requirements listed in Special Condition 1 are reworded for ADI systems, as follows:

(a) In § 23.955(a) General. In the first sentence, replace the words "The ability of the fuel system to provide fuel at the rates specified in this section and at a pressure sufficient for proper carburetor operation must be shown * * *" with the words "The ability of the ADI system to provide ADI fluid at a flow rate and pressure sufficient for proper engine operation must be shown * * *".

(b) In § 23.955, replace the entire paragraph (c)(1) with "This flow rate is required for each primary pump and each alternate pump, when each pump is supplied with normal voltage."

(c) In § 23.967(d), the first sentence is not applicable to ADI systems. In the second sentence, the words "of a single-engine airplane" are not applicable to ADI systems.

(d) In § 23.971, replace the current paragraph (a) with "(a) Each ADI fluid tank must be drainable in the normal ground attitude." Replace current paragraph (b) with

"(b) Each drain required by paragraph (a) of this section must comply with the provisions of § 23.999(b)."

(e) In § 23.991, replace current paragraph (a) with "(a) Primary pumps. (1) The pumps which supplies ADI fluids to an engine during normal (nonfailure) operation of the system is a primary pump and there must be one primary pump for each engine. (2) It must be possible to bypass or flow ADI fluid through each primary pump." Replace current paragraph (b) with "(b) Alternate provisions to permit continued supply of ADI fluid to the engine in the event of primary pump failure must be incorporated in the installation. Any pump used for that purpose will be an alternate pump for that engine." In paragraph (c), replace the word "normal" with the word "primary" and the word "emergency" with the word "alternate".

(f) In § 23.997, replace current paragraph (d) with "(d) Have the capacity (with respect to operating limitations established for the ADI system) to ensure that ADI system functioning is not impaired, with the ADI fluid contaminated to a degree (with respect to particle size and density) that is greater than that established for proper operation of the ADI system", and add a new paragraph as follows: "(e) Be located with respect to any pressure or flow-sensing devices such that the blockage of the filter will be detectable by this device."

(g) In § 23.999, paragraph (b)(1) is not applicable to ADI systems.

(h) In § 23.1141(a), paragraphs (d) and (e) of § 23.777, which are incorporated by reference, are not applicable to ADI systems.

(i) In § 23.1141(a), paragraph (e)(1) of § 23.1555, which is incorporated by reference, is not applicable to ADI systems.

(j) In § 23.1141(e), the words "for turbine-engine-powered airplanes" are not applicable to ADI systems.

(k) In § 23.1143, as applies to the control and shutoff of the ADI system, add the following sentence: "In addition, there must be an indicator or warning light that indicates the proper operation or malfunction of the ADI system."

(l) In § 23.1337(b), replace the current lead-in paragraph with the following paragraph: "There must be means to indicate the quantity of ADI fluid in each tank. A dipstick, sight gauge, or an indicator, calibrated in either gallons or pounds and clearly marked to indicate which scale is being used, may be used. In addition * * *".

3. If the ADI fluid is injected into the induction air ducts, it must be injected in a location where the discharge, distribution, or atomization of the fluid will not be affected by operation on either primary or alternate air.

4. The ADI fluid tank filler openings must be conspicuously marked at or near the filler cover with: (a) the words "ADI fluid meeting the Petersen Aviation, Inc., specifications"; and (b) the capacity of the tank, in either pounds or gallons, consistent with other ADI system markings.

Issued in Kansas City, Missouri on January 8, 1988.

Paul K. Bohr,

Director, Central Region.

[FR Doc. 88-1953 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Parts 21 and 23

[Docket No. 019CE, Special Conditions No. 23-ACE-19]

Special Conditions; Petersen Aviation, Inc., Modified Cessna Model 310 Series Airplanes to Incorporate Anti-Detonation Injection (ADI) System Provisions

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions.

SUMMARY: These special conditions are issued to become part of the type certification basis for Cessna Aircraft Company Model 310 Series Airplanes that are modified to incorporate anti-detonation injection (ADI) system provisions. The certification basis for the existing type design of these airplanes does not contain adequate or appropriate safety standards for these systems. These special conditions contain the additional safety standards which the Administrator finds necessary to establish a level of safety equivalent to the original certification basis for these airplanes.

EFFECTIVE DATE: February 1, 1988.

FOR FURTHER INFORMATION CONTACT:

Oscar Ball, Aerospace Engineer, Standards Office (ACE-110), Aircraft Certification Division, 601 East 12th Street, Room 1656, Federal Office Building, Kansas City, Missouri 64106, telephone (816) 374-5688.

SUPPLEMENTARY INFORMATION:

Background

On March 25, 1986, Petersen Aviation, Inc., Route 1, Box 18, Minden, Nebraska 68959, submitted an application for supplemental type certificate (STC) approval of the design changes necessary to incorporate an ADI system on the Cessna Model 310 Series Airplanes. This installation incorporates ADI tanks, pumps, lines, and an associated control system to supply ADI fluid to the engines in measured quantities to allow the engines to be operated on automobile gasoline (autogas). The engines will be previously certificated for use of autogas with ADI independently of the airplane installation certification. Petersen Aviation, Inc. has indicated to the FAA that they plan substantially equivalent

modifications to several other makes and models of small airplanes.

The installation of ADI systems in small airplanes for this purpose was not envisioned when the certification basis for the subject airplanes was established. In addition, the Administrator has determined that the current Part 23 does not contain adequate or appropriate safety standards for ADI systems; therefore, an ADI system is considered a novel and unusual design feature.

Special conditions may be issued and amended, as necessary, as a part of the type certification basis if the Administrator finds that the airworthiness standards designated in accordance with § 21.101(b)(2) do not contain adequate or appropriate safety standards because of the novel and unusual design features of the airplane. Special conditions, as appropriate, are issued in accordance with § 11.49 after public notice, as required by §§ 11.28 and 11.29(b), effective October 14, 1980, and will become part of the type certification basis, as provided by § 21.101(b)(2).

While developing these special conditions, the FAA determined that the ADI fluid (a mixture of 60 percent alcohol and 40 percent water) is a flammable liquid in the same volatility class as gasoline and, as such, must be handled and protected in the same manner. Therefore, these special conditions require the ADI fluid system to meet essentially the same standards as the airplane fuel system.

Type Certification Basis

The certification basis for the Cessna Aircraft Company Model 310 Series (TC 3A10) is as follows: Model 310 through 310F, CAR 3 dated November 1, 1949, as amended by 3-1 through 3-10; Models 310G through T310P, same as earlier models plus §§ 3.109, 3.111, 3.112, 3.115, 3.118 and 3.120 of CAR 3, dated May 15, 1956, as amended by 3-2 and 3-5; Models 310Q and T310Q, same as earlier models plus § 3.688 of CAR 3 dated May 15, 1956, as amended by 3-2, 3-5, and 3-8; Models 310R and T310R, same as earlier models plus §§ 23.161 and 23.171 through 23.181 of Part 23 dated February 1, 1965, as amended by 23-1 through 23-7, and 23.1327, as amended through 23-23, in addition, for S/N 310R0801 and up, compliance with ice protection has been demonstrated in accordance with § 23.1419 of Amendment 23-14, effective December 20, 1973, when ice protection equipment is installed in accordance with the Pilot's Operating Handbook and Factory Kit No. 194; S/N 310Q0901 and on, markings, placards, and manuals are

primarily in knots instead of m.p.h., as required by CAR 3, but permitted by Part 23, Amendment 23-7; S/N 310R0501 and up, findings of equivalent level of safety were made for CAR 3.757 and 3.778(a); Model 310R/T310R, S/N 310R1801 and up, compliance with noise certification requirements has been demonstrated in accordance with Part 36, dated December 1, 1969, as amended through 36-10.

In addition, these special conditions are applicable when ADI systems are installed.

Discussion of Comments

The FAA received two comments in response to Notice No. 23-ACE-19, published in the *Federal Register* on August 28, 1986. The closing date for comments was September 29, 1986.

One commenter, representing the general aviation manufacturers, submitted several comments to Docket No. 018CE, Notice No. 23-ACE-18, and stated that the " * * * comments are applicable to all such special conditions concerning ADI systems installations." The FAA addressed these comments in the adoption of the final special conditions, for Petersen Aviation, Inc., modified Beech Model 33 Series, Model 35 Series, and Model 36 Series Airplanes, published in the *Federal Register* on April 10, 1987 (52 FR 11627).

Another commenter, representing an aviation foundation, " * * * takes issue with the FAA's determination that the anti-detonation injection (ADI) fluid is a flammable liquid in the same volatility class as gasoline. While the Petersen Aviation, Inc., ADI fluid might be a flammable liquid, other ADI liquids are not. ADI fluid might be a mixture of water and alcohol. Alcohol is added to water to prevent freezing at low ambient temperature conditions. The concentration of alcohol required to effectively lower the freezing temperature is insufficient to support a flame.

"Anti-detonation injection (ADI) is a generic term covering different combinations and types of alcohol and water. All ADI fluids are not flammable and some change in the terminology must be incorporated to exclude nonflammable ADI fluids from having to be specially handled and protected as gasoline."

The FAA recognizes that ADI systems have been used in both reciprocating and turbine engines for many years. In these systems, the ADI mixture ratio of alcohol to water was lower and flammability was less. The ADI fluid to be used in the Petersen installation is 60 percent methanol and 40 percent water.

According to Perry's Chemical Engineer's Handbook, Sixth Edition, McGraw-Hill, 1984, pages 12-43, methanol water mixtures are classed as a highly flammable fire hazard with a flash point of 75 °F for a 30 percent solution of methanol in water.

The FAA agrees that ADI is a generic term. However, unless and until Petersen Aviation, Inc., adopts a descriptor or a trade name for this system, the FAA will refer to it as an ADI flammable fluid system, as distinguished from a nonflammable fluid system. The FAA does not plan a change in terminology at this time.

Supplemental Notice

During the type certification program of an ADI system on another airplane, it was discovered that a necessary paragraph addressing the ADI fluid quantity measuring device was inadvertently omitted from the Notice of Proposed Special Conditions. The paragraph was published as a Supplemental Notice of public comment in the Federal Register on August 31, 1987 (52 FR 32808). The comment period closed on September 30, 1987. No comments were received. The requirement has been incorporated into these final special conditions as paragraph 2(l).

Conclusion

This action affects only the Cessna Model 310 Series Airplanes incorporating ADI systems and engines certificated for use with those ADI systems. It is not a rule of general applicability and applies only to the model and series of airplane identified in these final special conditions.

List of Subjects in 14 CFR Parts 21 and 23

Aviation safety, Aircraft, Air transportation, Safety, Tires.

The authority citation for these special conditions is as follows:

Authority: Secs. 313(a), 601, and 603 of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); 14 CFR 21.16 and 21.101; and 14 CFR 11.28 and 11.49.

Adoption of Special Conditions

In consideration of the foregoing, the following special conditions are issued as part of the type certification basis for Cessna Model 310 Series Airplanes modified to incorporate the Petersen Aviation, Inc., Anti-Detonation Injection (ADI) System as follows:

1. Each Anti-Detonation Injection (ADI) system must meet the applicable requirements for the design of a fuel system

as specified in § 23.951 (a) and (b); § 23.953; § 23.954; § 23.955 (a) and (c)(1); § 23.959; § 23.961; § 23.963 (a), (d), and (e); § 23.965(a)(1); § 23.967(a) (1) and (2), (b), (c), (d), and (e); § 23.969; § 23.971; § 23.973 (a), (b), and (c); § 23.975(a) (1), (2), (3), (5), (6), and (7); § 23.977(a) (1), (b), (c), and (d); § 23.991; § 23.993; § 23.994; § 23.995; § 23.997; § 23.999; § 23.1141; § 23.1143 (a), (e) and (f); § 23.1189 (a) and (c); and § 23.1337 (a), (b)(1), (2), (3), and (4), and (c) of the Federal Aviation Regulations, dated February 1, 1965, as amended through Amendment 23-30, except as set forth in Special Conditions 2 through 4.

2. For ADI systems, replace the word "fuel" with the words "ADI fluid" in all Part 23 sections listed in Special Condition 1, as appropriate.

In addition, certain Part 23 requirements listed in Special Condition 1 are reworded for ADI systems, as follows:

(a) In § 23.955(a) General. In the first sentence, replace the words "The ability of the fuel system to provide fuel at the rates specified in this section and at a pressure sufficient for proper carburetor operation must be shown * * *" with the words "The ability of the ADI system to provide ADI fluid at a flow rate and pressure sufficient for proper engine operation must be shown * * *".

(b) In § 23.955, replace the entire paragraph (c)(1) with "This flow rate is required for each primary pump and each alternate pump, when each pump is supplied with normal voltage."

(c) In § 23.967(d), the first sentence is not applicable to ADI systems. In the second sentence, the words "of a single-engine airplane" are not applicable to ADI systems.

(d) In § 23.971, replace the current paragraph (a) with "(a) Each ADI fluid tank must be drainable in the normal ground attitude." Replace current paragraph (b) with "(b) Each drain required by paragraph (a) of this section must comply with the provisions of § 23.999(b)."

(e) In § 23.991, replace current paragraph (a) with "(a) Primary pumps. (1) The pump which supplies ADI fluid to an engine during normal (nonfailure) operation of the system is a primary pump and there must be one primary pump for each engine. (2) It must be possible to bypass or flow ADI fluid through each primary pump." Replace current paragraph (b) with "(b) Alternate provisions to permit continued supply of ADI fluid to the engine in the event of primary pump failure must be incorporated in the installation. Any pump used for that purpose will be an alternate pump for that engine." In paragraph (c), replace the word "normal" with the word "primary" and the word "emergency" with the word "alternate".

(f) In § 23.997, replace current paragraph (d) with "(d) Have the capacity (with respect to operating limitations established for the ADI system) to ensure that ADI system functioning is not impaired, with the ADI fluid contaminated to a degree (with respect to particle size and density) that is greater than that established for proper operation of the ADI system," and add a new paragraph as follows: "(e) Be located with respect to any pressure or flow-sensing devices such

that the blockage of the filter will be detected by this device."

(g) In § 23.999, paragraph (b)(1) is not applicable to ADI systems.

(h) In § 23.1141(a), paragraphs (d) and (e) of § 23.777, which are incorporated by reference, are not applicable to ADI systems.

(i) In § 23.1141(a), paragraph (e)(1) of § 23.1555, which is incorporated by reference, is not applicable to ADI systems.

(j) In § 23.1141(e), the words "for turbine-engine-powered airplanes" are not applicable to ADI systems.

(k) In § 23.1143, as applies to the control and shutoff of the ADI systems, add the following sentence: "In addition, there must be an indicator or warning light that indicates the proper operation or malfunction of the ADI system."

(l) In § 23.1337(b), replace the current lead-in paragraph with the following paragraph: "There must be means to indicate the quantity of ADI fluid in each tank. A dipstick, sight gauge, or an indicator, calibrated in either gallons or pounds and clearly marked to indicate which scale is being used, may be used. In addition * * *".

3. If the ADI fluid is injected into the induction air ducts, it must be injected in a location where the discharge, distribution, or atomization of the fluid will not be affected by operation on either primary or alternate air.

4. The ADI fluid tank filler openings must be conspicuously marked at or near the filler cover with: (a) the words "ADI fluid meeting the Petersen Aviation, Inc., specification"; and (b) the capacity of the tank, in either pounds or gallons, consistent with other ADI system markings.

Issued in Kansas City, Missouri, on January 7, 1988.

Paul K. Bohr,

Director, Central Region.

[FR Doc. 88-1952 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Parts 21 and 23

[Docket No. 024CE, Special Conditions No. 23-ACE-24]

Special Conditions; Petersen Aviation, Inc., Modified Cessna Model 320 Series, Model 340 Series, and Model 335 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions.

SUMMARY: These special conditions are issued to become part of the type certification basis for Cessna Model 320 Series, Model 340 Series, and Model 335 Series Airplanes that are modified to incorporate anti-detonation injection (ADI) system provisions. The certification basis for the existing type design of these airplanes does not contain adequate or appropriate safety standards for these systems. These

special conditions contain the additional safety standards which the Administrator finds necessary to establish a level of safety equivalent to the original certification basis for these airplanes.

EFFECTIVE DATE: February 1, 1988.

FOR FURTHER INFORMATION CONTACT:

Oscar Ball, Aerospace Engineer, Standards Office (ACE-110), Aircraft Certification Division, 601 East 12th Street, Room 1656, Federal Office Building, Kansas City, Missouri 64106; telephone (816) 374-5688.

SUPPLEMENTARY INFORMATION:

Background

On March 25, 1986, Petersen Aviation, Inc., Route 1, Box 18, Minden, Nebraska 68959, submitted an application for supplemental type certificate (STC) approval of the design changes necessary to incorporate an ADI system on the Cessna Model 320 Series Airplanes. This installation incorporates ADI tanks, pumps, and associated control systems to supply ADI fluid to the engines in measured quantities to allow the engines to be operated on automobile gasoline (autogas). The engines will be previously certificated for use of autogas with ADI independently of the airplane installation certification. Petersen Aviation, Inc., has indicated to the FAA that they plan substantially equivalent modifications to several other makes and models of small airplanes.

The installation of ADI systems in small airplanes for this purpose was not envisioned when the certification basis for the subject airplanes was established. In addition, the Administrator has determined that the current Part 23 does not contain adequate or appropriate safety standards for these ADI systems; therefore, an ADI system is considered a novel and unusual design feature.

Special conditions may be issued and amended, as necessary, as part of the type certification basis if the Administrator finds that the airworthiness standards designated in accordance with § 21.101(b)(2) do not contain adequate or appropriate safety standards because of the novel and unusual design features of the airplane. Special conditions, as appropriate, are issued in accordance with § 11.49 after public notice, as required by §§ 11.28 and 11.29(b), effective October 14, 1980, and will become part of the type certification basis, as provided by § 21.101(b)(2).

While developing these special conditions, the FAA determined that the ADI fluid used in this system (a mixture

of 60 percent methanol and 40 percent water) is a flammable liquid in the same volatility class as gasoline and, as such, must be handled and protected in the same manner. Therefore, these special conditions require the ADI fluid system to meet essentially the same standards as the airplane fuel system.

Type Certification Basis

The certification basis (TC A25CE) for the Cessna Aircraft Company Model 320 Series, Model 340 Series, and Model 335 Series Airplanes is as follows:

For the Model 320 Series: Part 3 of the Civil Air Regulations, effective May 15, 1956, as amended by Amendments 3-1 through 3-5.

For the Model 340 Series: Part 3 of the Civil Air Regulations, effective May 15, 1956, as amended by 3-1 through 3-5 and 3-8, except Subpart B; Part 23, Subpart B, and §§ 23.959, 23.1041 and 23.1305(p) of the Federal Aviation Regulations, effective February 1, 1965, as amended by Amendments 23-1 through 23-7 and exemption No. 1435.

For the Models 340A and 335: Part 3 of the Civil Air Regulations, effective May 15, 1956, as amended by Amendments 3-1 through 3-5 and 3-8, except Subpart B and §§ 3.437(a), (b), (c), (d), (f), 3.581, and 3.666; Part 23, Subpart B and §§ 23.959, 23.1041 and 23.1305(p), effective February 1, 1965, as amended by Amendments 23-1 through 23-7; § 23.1387(e), as amended by Amendment 23-12; § 23.1327 as amended by Amendment 23-23; and FAR 36, dated December 1, 1969, as amended by Amendments 36-1 through 36-4 (36-10, Model 335); findings of equivalent level of safety for CAR sections 3.757 and 3.778(a).

For Model 340, S/N 340-0301 and up, Models 340A and 335, markings, placards and manuals are primarily in knots instead of m.p.h., as required by CAR 3, but permitted by Part 23, Amendment 23-7.

For Model 340A, S/N 340A0201 and up, and Model 335, in addition to the above certification basis, compliance with ice protection has been demonstrated in accordance with § 23.1419 as amended by Amendment 23-14, effective December 20, 1973, when ice protection equipment is installed in accordance with the Pilot's Operating Handbook and Factory Kit (FK) No. 194.

For Model 335, S/N 335-0001 and up; in addition to the above certification basis, oxygen systems must comply with § 23.1441 as amended by Amendment 23-9, effective June 17, 1970, to make the airplane eligible for operation at altitudes where supplemental oxygen is mandatory.

For all models, these special conditions are applicable when ADI systems are installed.

Discussion of Comments

The FAA received two comments in response to Notice No. 23-ACE-24 published in the Federal Register on September 17, 1986. The closing date for comments was October 13, 1986.

One commenter representing a general aviation manufacturer, stated that "Airplanes covered by TC A25CE and also A10CE were included in Airworthiness Directive Amendment 39-793 relating to the flow of fuel from tip tanks. FAA will recall that the capability to keep engines running with the corrections required by that AD depended, in part, on the particular characteristics of the engine, as originally type certificated, to tolerate and recover from fuel flow that may be encountered during prolonged steep descents. We believe that the proposed modification should be examined to assure that the modified engines have acceptable tolerance and recovery characteristics to preclude the situation corrected in that AD."

The FAA has concluded that the ADI installation will not affect the condition described by the commenter. In deep descents, the engines would be expected to be producing less than 75 percent power; the ADI system would not be operating at less than 75 percent power.

The commenter continues: "FAA will also recall that for T.C. A25CE, in Airworthiness Directive Amendment 39-407B, FAA established that a peculiar relationship existed between the characteristics of installed engines and the dynamic response characteristics of the empennage. Cessna's airframe investigations were limited to the characteristics of engines as type certificated. We believe that additional investigations should be accomplished to assure airworthiness of the present airframe in combination with the proposed modified engines."

The FAA has concluded that there should be no change in the relationship between the engines and the dynamics of the empennage caused by the installation and use of an ADI system. The rotational speed of the engines is unchanged; any detonation resulting from the use of autogas will be suppressed by the ADI system.

The commenter pointed out that " * * * for both Amendments, 39-793 and 39-407B, it was necessary to examine characteristics not provided for in the certification bases. In both of these cases, FAA held that a potential existed for catastrophic failure. It is

recommended that the Special Conditions proposed in this case be expanded to require compliance with the same criteria as in the ADs and that FAA examine the applicant's compliance evidence with the same depth as they did in the referenced AD programs."

As indicated above, the FAA has determined that expanding the special conditions, as recommended by the commenter, is not necessary. The use of autogas and ADI should not adversely affect the characteristics that are of concern to the commenter.

The same commenter had sent comments on these special conditions to a representative of the General Aviation Manufacturers Association (GAMA) for compilation with other comments and submittal to a docket. The commenter also submitted a duplicate set of GAMA-addressed comments to this docket. The FAA has reviewed those comments and finds that they are among the comments, except for one instance, submitted to Docket No. 018CE (Notice No. 23-ACE-18). These comments were analyzed and disposed of in the final special conditions for Petersen Aviation, Inc. modified Beech Model 33 Series Airplanes published in the *Federal Register* (52 FR 11627), April 10, 1987, and will not be further addressed here. The exception is as follows: "It is understood that an effect of some ADI systems is to increase the temperature of gases in the exhaust stream. Yet the draft special conditions are silent with respect to accounting for any increased temperature and its effect on the integrity of exhaust system components or their limitations."

The FAA is not familiar with ADI systems that increase the temperature of gases in the exhaust stream. In all cases that the FAA is familiar with, addition of ADI systems reduces the occurrences of detonation thereby reducing the peak temperature in the combustion chamber which results in an overall lower exhaust gas temperature than would occur without the ADI system.

Another commenter, representing an aviation foundation, " * * * takes issue with the FAA's determination that the anti-detonation injection (ADI) fluid is a flammable liquid in the same volatility class as gasoline. While the Petersen Aviation, Inc. ADI fluid might be a flammable liquid, other ADI liquids are not. ADI fluid is normally a mixture of water and alcohol. Alcohol is added to water to prevent freezing at low ambient temperature conditions. The concentration of alcohol required to effectively lower the freezing

temperature is insufficient to support a flame.

"Anti-detonation injection (ADI) is a generic term covering different combinations and types of alcohol and water. All ADI fluids are not flammable and some change in the terminology must be incorporated to exclude nonflammable ADI fluids from having to be specially handled and protected as gasoline."

The FAA recognizes that ADI systems have been used in both reciprocating and turbine engines for many years. In these systems, the ADI mixture ratio of alcohol to water was lower and flammability was less. The ADI fluid to be used in the Petersen installation is 60 percent methanol and 40 percent water. According to Perry's Chemical Engineer's Handbook, Sixth Edition, McGraw-Hill, 1984, pages 12-43, methanol water mixtures are classed as a highly flammable fire hazard with a flash point of 75 °F for a 30 percent solution of methanol in water.

The FAA agrees that ADI is a generic term. However, unless and until Petersen adopts a descriptor or a trade name for this system, the FAA will refer to it as an ADI flammable fluid system as distinguished from a nonflammable fluid system. The FAA does not plan a change in terminology at this time.

Supplemental Notice

During the type certification program of an ADI system on another airplane, it was discovered that a necessary paragraph addressing the ADI fluid quantity measuring device was inadvertently omitted from the Notice of Proposed Special Conditions. This paragraph was published in the *Federal Register* (52 FR 32809) for public comment on August 31, 1987. The comment period closed on September 30, 1987. No comments were received. The requirements has been incorporated into these final special condition as paragraph 2(l).

Conclusion

This action affects only the Cessna Model 320 Series, Model 340 Series, and Model 335 Series Airplanes incorporating ADI systems and engines certificated for use with those ADI systems. It is not a rule of general applicability and applies only to the models and series of airplane identified in these final special conditions.

List of Subjects in 14 CFR Parts 21 and 23

Aviation safety, Aircraft, Air transportation, Safety, Tires.

The authority citation for these special conditions is as follows:

Authority: Secs. 313(a), 601, and 603 of the Federal Aviation Act of 1958; as amended (49 U.S.C. 1354(a), 1421, and 1423); 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); 14 CFR 21.16 and 21.101; and 14 CFR 11.28 and 11.49.

Adoption of Special Conditions

In consideration of the foregoing, the following special conditions are issued as a part of the type certification basis for the Cessna Model 320 Series, Model 340 Series, and Model 335 Series Airplanes modified to incorporate the Petersen Aviation, Inc., Anti-Detonation Injection (ADI) System as follows:

1. Each Anti-Detonation Injection (ADI) system must meet the applicable requirements for the design of a fuel system as specified in § 23.951 (a) and (b); § 23.953, § 23.954, § 23.955 (a) and (c)(1); § 23.959; § 23.961; § 23.963 (a), (d), and (e); § 23.965 (a)(1); § 23.967 (a)(1) and (2), (b), (c), (d), and (e); § 23.969; § 23.971; § 23.973 (a), (b), and (c); § 23.975 (a)(1) (2), (3), (5), (6), and (7); § 23.977 (a)(1), (b), (c), and (d); § 23.991; § 23.993; § 23.994; § 23.995; § 23.997; § 23.999; § 23.1141; § 23.1143 (a), (e), and (f); § 23.1189 (a) and (c); and § 23.1337(a), (b) (1), (2), (3), and (4), and (c) of Part 23 of the Federal Aviation Regulations, dated February 1, 1965, as amended through Amendment 23-30, except as set forth in Special Conditions 2 through 4.

2. For ADI systems, replace the word "fuel" with the words "ADI fluid" in all Part 23 sections listed in Special Condition 1, as appropriated. In addition, certain Part 23 requirements listed in Special Condition 1 are reworded for ADI systems as follows:

(a) In § 23.955(a), General. In the first sentence, replace the words "The ability of the fuel system to provide fuel at the rates specified in this section and at a pressure sufficient for proper carburetor operation must be shown * * *" with the words "The ability of the ADI system to provide ADI fluid at a flow rate and pressure sufficient for proper engine operation must be shown * * *".

(b) In § 23.995, replace the entire paragraph (c)(1) with "This flow rate is required for each primary pump and each alternate pump, when each pump is supplied with normal voltage."

(c) In § 23.967(d), the first sentence is not applicable to ADI systems. In the second sentence, the words " * * * of a single-engine airplane" are not applicable to ADI systems.

(d) In § 23.971, replace current paragraph (a) with "(a) Each ADI fluid tank must be drainable in the normal ground attitude". Replace current paragraph (b) with "(b) Each drain required by paragraph (a) of this section must comply with the provisions of § 23.999(b)".

(e) In § 23.991, replace current paragraph (a) with "(a) Primary pumps. (1) The pump which supplies ADI fluid to an engine during normal (nonfailure) operation of the system is a primary pump and there must be one

primary pump for each engine. (2) It must be possible to bypass or flow ADI fluid through each primary pump." Replace current paragraph (b) with "(b) Alternate provisions to permit continued supply of ADI fluid to the engine in the event of primary pump failure must be incorporated in the installation. Any pump used for that purpose will be an alternate pump for that engine." In paragraph (c), replace the word "normal" with the word "primary" and the word "emergency" with the word "alternate".

(f) In § 23.997, replace current paragraph (d) with "(d) Have the capacity (with respect to operating limitations established for the ADI system) to ensure that ADI system functioning is not impaired, with the ADI fluid contaminated to a degree (with respect to particle size and density) that is greater than that established for proper operation of the ADI system," and add a new paragraph for ADI systems to read as follows: "(e) Be located with respect to any pressure or flow sensing devices such that the blockage of the filter will be detected by this device."

(g) In § 23.999, paragraph (b)(1) is not applicable to ADI systems.

(h) In § 23.1141(a), paragraphs (d) and (e) of § 23.777, which are incorporated by reference, are not applicable to ADI systems.

(i) In § 23.1141(a), paragraph (e)(1) of § 23.1555, which is incorporated by reference, is not applicable to ADI systems.

(j) In § 23.1141(e), the words "for turbine engine powered airplanes" are not applicable to ADI systems.

(k) In § 23.1143, as applies to the control and shutoff of the ADI system, add the sentence: "In addition, there must be an indicator or warning light that indicates the proper operation or malfunction of the ADI system."

(l) In § 23.1337(b), for ADI systems, replace the current lead-in paragraph with the following paragraph: "There must be a means to indicate the quantity of ADI fluid in each tank. A dipstick, sight gauge, or an indicator, calibrated in either gallons or pounds and clearly marked to indicate which scale is being used, may be used. In addition * * *

3. If the ADI fluid is injected into the induction air ducts, it must be injected in a location where the discharge, distribution, or atomization of the fluid will not be affected by operation on either primary or alternate air.

4. The ADI filler openings must be conspicuously marked at or near the filler cover with: (a) the words "ADI fluid meeting the Petersen Aviation, Inc., specification"; and (b) the capacity of the tank in either pounds or gallons consistent with other ADI system markings.

Issued in Kansas City, Missouri, on January 13, 1988.

Jerold M. Chavkin,

Acting Director, Central Region.

[FR Doc. 88-1954 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Parts 21 and 23

[Docket No. 026CE, Special Conditions No. 23-ACE-26]

Special Conditions; Petersen Aviation, Inc., Modified Gulfstream Aerospace Model 500 Series Airplanes to Incorporate Anti-Detonation Injection (ADI) System Provisions

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions.

SUMMARY: These special conditions are issued to become part of the type certification basis for Gulfstream Aerospace Corporation Model 500 Series Airplanes that are modified to incorporate anti-detonation injection (ADI) system provisions. The certification basis for the existing type design of these airplanes does not contain adequate or appropriate safety standards for these systems. These special conditions contain the additional safety standards which the Administrator finds necessary to establish a level of safety equivalent to the original certification basis for these airplanes.

EFFECTIVE DATE: February 1, 1988.

FOR FURTHER INFORMATION CONTACT:

Oscar Ball, Aerospace Engineer, Standards Office (ACE-110), Aircraft Certification Division, 601 East 12th Street, Room 1656, Federal Office Building, Kansas City, Missouri 64106, telephone (816) 374-5688.

SUPPLEMENTARY INFORMATION:

Background

On March 25, 1986, Petersen Aviation, Inc., Route 1, Box 18, Minden, Nebraska 68959, submitted an application for supplemental type certificate (STC) approval of the design changes necessary to incorporate an ADI system on the Gulfstream Aerospace Model 500 Series Airplanes. This installation incorporates ADI tanks, pumps, lines, and an associated control system to supply ADI fluid to the engines in measured quantities to allow the engines to be operated on automobile gasoline (autogas). The engines will be previously certificated for use of autogas with ADI independently of the airplane installation certification. Petersen Aviation, Inc., has indicated to the FAA that they plan substantially equivalent modifications to several other makes and models of small airplanes.

The installation of ADI systems in small airplanes for this purpose was not envisioned when the certification basis for the subject airplanes was established. In addition, the

Administrator has determined that the current Part 23 does not contain adequate or appropriate safety standards for ADI systems; therefore, an ADI system is considered a novel and unusual design feature.

Special conditions may be issued and amended, as necessary, as a part of the type certification basis if the Administrator finds that the airworthiness standards designated in accordance with § 21.101(b)(2) do not contain adequate or appropriate safety standards because of the novel and unusual design features of the airplane. Special conditions, as appropriate, are issued in accordance with § 11.49 after public notice, as required by §§ 11.28 and 11.29(b), effective October 4, 1980, and will become part of the type certification basis, as provided by § 21.101(b)(2).

While developing these special conditions, the FAA determined that the ADI fluid (a mixture of 60 percent alcohol and 40 percent water) is a flammable liquid in the same volatility class as gasoline and, as such, must be handled and protected in the same manner. Therefore, these special conditions require the ADI fluid system to meet essentially the same standards as the airplane fuel system.

Type Certification Basis

The certification basis (TC 6A1) for the Gulfstream Aerospace Corporation Model 500 Series Airplane is as follows:

Model 500: CAR 3 effective November 1, 1949, through Amendment 3-12 dated May 18, 1954, and CAR 3.431, as amended May 15, 1956.

Model 500-A, CAR 3 effective May 15, 1956, including Amendments 3-3 and 3-4 effective October 6, 1958.

In addition, these special conditions are applicable when ADI systems are installed.

Discussion of Comments

The FAA received two comments in response to Notice No. 23-ACE-26, published in the Federal Register on August 21, 1986. The closing date for comments was September 22, 1986.

One commenter, representing the general aviation manufacturers, submitted several comments to Docket No. 018CE, Notice No. 23-ACE-18, and stated that the " * * * comments are applicable to all such special conditions concerning ADI systems installations." The FAA addressed these comments in the adoption of the final special conditions, for Petersen Aviation, Inc., modified Beech Model 33 Series, Model 35 Series, and Model 36 Series

Airplanes, published in the Federal Register on April 10, 1987 (52 FR 11627).

Another commenter, representing an aviation foundation, * * * takes issue with the FAA's determination that the anti-detonation injection (ADI) fluid is a flammable liquid in the same volatility class as gasoline. While the Petersen Aviation, Inc., ADI fluid might be a flammable liquid, other ADI liquids are not. ADI fluid is normally a mixture of water and alcohol. Alcohol is added to water to prevent freezing at low ambient temperature conditions. The concentration of alcohol required to effectively lower the freezing temperature is insufficient to support a flame.

"Anti-detonation injection (ADI) is a generic term covering different combinations and types of alcohol and water. All ADI fluids are not flammable and some change in the terminology must be incorporated to exclude nonflammable ADI fluids from having to be specially handled and protected as gasoline."

The FAA recognizes that ADI systems have been used in both reciprocating and turbine engines for many years. In these systems, the ADI mixture ratio of alcohol to water was lower and flammability was less. The ADI fluid to be used in the Petersen installation is 60 percent methanol and 40 percent water. According to Perry's Chemical Engineer's Handbook, Sixth Edition, McGraw-Hill, 1984, pages 12-43, methanol water mixtures are classed as a highly flammable fire hazard with a flash point of 75 °F for a 30 percent solution of methanol in water.

The FAA agrees that ADI is a generic term. However, unless and until Petersen Aviation, Inc., adopts a descriptor or a trade name for this system, the FAA will refer to it as an ADI flammable fluid system, as distinguished from a nonflammable fluid system. The FAA does not plan a change in terminology at this time.

Supplemental Notice

During the type certification program of an ADI system on another airplane, it was discovered that a necessary paragraph addressing the ADI fluid quantity measuring device was inadvertently omitted from the Notice of Proposed Special Conditions. The paragraph was published as a Supplemental Notice for public comment in the Federal Register on August 31, 1987 (52 FR 32810). The comment period closed on September 30, 1987. No comments were received. The requirement has been incorporated into these final special conditions as paragraph 2(l).

Conclusion

This action affects only Gulfstream Aerospace Model 500 Series Airplanes incorporating ADI systems and engines certificated for use with those ADI systems. It is not a rule of general applicability and applies only to the model and series of airplane identified in these final special conditions.

List of Subjects in 14 CFR Parts 21 and 23

Aviation safety, Aircraft, Air transportation, Safety, Tires. The authority citation for these special conditions is as follows:

Authority: Secs. 313(a), 601, and 603 of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); 49 U.S.C. 106(g) [Revised Pub. L. 97-449, January 12, 1983]; 14 CFR 21.16 and 21.101; and 14 CFR 11.28 and 11.49.

Adoption of Special Conditions

In consideration of the foregoing, the following special conditions are issued as a part of the type certification basis for the Gulfstream Aerospace Model 500 Series Airplanes modified to incorporate the Petersen Aviation, Inc., Anti-Detonation Injection (ADI) System as follows:

1. Each Anti-Detonation Injection (ADI) system must meet the applicable requirements for the design of a fuel system as specified in § 23.951 (a) and (b); § 23.953; § 23.954, § 23.955 (a) and (c)(1); § 23.959; § 23.961; § 23.963 (a), (d), and (e); § 23.965(a)(1); § 23.967 (a) (1) and (2), (b), (c), (d), and (e); § 23.969; § 23.971; § 23.973 (a), (b), and (c); § 23.975 (a)(1), (2), (3), (5), (6), and (7); § 23.977 (a)(1), (b), (c), and (d); § 23.991; § 23.993; § 23.994; § 23.995; § 23.997; § 23.999; § 23.1141; § 23.1143 (a), (e), and (f); § 23.1189 (a) and (c); and § 23.1337 (a), (b)(1), (2), (3), and (4), and (c) of the Federal Aviation Regulations, dated February 1, 1965, as amended through Amendment 23-30, except as set forth in Special Conditions 2 through 4.

2. For ADI systems, replace the word "fuel" with the words "ADI fluid" in all Part 23 sections listed in Special Condition 1, as appropriate. In addition, certain Part 23 requirements listed in Special Condition 1 are reworded for ADI systems, as follows:

(a) In § 23.955(a) General. In the first sentence, replace the words "The ability of the fuel system to provide fuel at the rates specified in this section and at a pressure sufficient for proper carburetor operation must be shown * * *" with the words "The ability of the ADI system to provide ADI fluid at a flow rate and pressure sufficient for proper engine operation must be shown * * *".

(b) In § 23.955, replace the entire paragraph (c)(1) with "This flow rate is required for each primary pump and each alternate pump, when the pump is supplied with normal voltage."

(c) In § 23.967(d), the first sentence is not applicable to ADI systems. In the second

sentence, the words "of a single-engine airplane" are not applicable to ADI systems.

(d) In § 23.971, replace the current paragraph (a) with "(a) Each ADI fluid tank must be drainable in the normal ground attitude". Replace current paragraph (b) with "(b) Each drain required by paragraph (a) of this section must comply with the provisions of § 23.999(b)".

(e) In § 23.991, replace current paragraph (a) with "(a) Primary pumps. (1) The pump which supplies ADI fluid to an engine during normal (nonfailure) operation of the system is a primary pump and there must be one primary pump for each engine. (2) It must be possible to bypass or flow ADI fluid through each primary pump." Replace current paragraph (b) with "(b) Alternate provisions to permit continued supply of ADI fluid to the engine in the event of primary pump failure must be incorporated in the installation. Any pump used for that purpose will be an alternate pump for that engine." In paragraph (c), replace the word "normal" with the word "primary" and the word "emergency" with the word "alternate".

(f) In § 23.997, replace current paragraph (d) with "(d) Have the capacity (with respect to operating limitations established for the ADI system) to ensure that ADI system functioning is not impaired, with the ADI fluid contaminated to a degree (with respect to particle size and density) that is greater than that established for proper operation of the ADI system," and add a new paragraph as follows: "(e) Be located with respect to any pressure or flow-sensing devices such that the blockage of the filter will be detected by this device".

(g) In § 23.999, paragraph (b)(1) is not applicable to ADI systems.

(h) In § 23.1141(a), paragraphs (d) and (e) of § 23.777, which are incorporated by reference, are not applicable to ADI systems.

(i) In § 23.1141(a), paragraph (e)(1) of § 23.1555, which is incorporated by reference, is not applicable to ADI systems.

(j) In § 23.1141(e), the words "for turbine-engine-powered airplanes" are not applicable to ADI systems.

(k) In § 23.1143, as applies to the control and shutoff of the ADI system, add the following sentence: "In addition, there must be an indicator or warning light that indicates the proper operation or malfunction of the ADI system."

(l) In § 23.1337(b), replace the current lead-in paragraph with the following paragraph: "There must be means to indicate the quantity of ADI fluid in each tank. A dipstick, sight gauge, or an indicator, calibrated in either gallons or pounds and clearly marked to indicate which scale is being used, may be used. In addition * * *".

3. If the ADI fluid is injected into the induction air ducts, it must be injected in a location where the discharge, distribution, or atomization of the fluid will not be affected by operation on either primary or alternate air.

4. The ADI fluid tank filler openings must be conspicuously marked at or near the filler cover with: (a) the words "ADI fluid meeting the Petersen Aviation, Inc. specification"; and (b) the capacity of the tank, in either pounds

or gallons, consistent with other ADI system markings.

Issued in Kansas City, Missouri on January 7, 1988.

Paul K. Bohr,

Director, Central Region.

[FR Doc. 88-1957 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 87-CE-20-AD; Amendment 39-5837]

Airworthiness Directives; Beech Model F33A, V35B, A36, A36TC, B36TC, E55, 95B55, 58, 58A, 58P, 58PA, 58TC, and 58TCA Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment revises Airworthiness Directive (AD) 87-18-06, Amendment 39-5721, applicable to certain Beech Models F33A, V35B, A36, A36TC, B36TC, E55, 95B55, 58, 58A, 58P, 58PA, 58TC, and 58TCA airplanes, which requires the replacement of the seat recline actuator handle assembly with a redesigned one to prevent the inadvertent reclining of the co-pilot's and/or third and fourth passenger seats. This AD, issued to all registered affected owners/operators with an effective date of October 9, 1987, was inadvertently not published in the Federal Register. This revision corrects that oversight, establishes a new effective date for the AD, and allows for previous compliance with the unpublished version of the AD.

DATES: Effective Date: February 5, 1988. Compliance: As prescribed in the body of the AD.

ADDRESSES: Beech Service Bulletin Number 2175, revision dated June 1987, applicable to this AD may be obtained from Beech Aircraft Corporation, Commercial Service, Dept. 52, P.O. Box 85, Wichita, Kansas 67201-0085. This information may be examined at the Rules Docket, FAA, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Mr. Larry Engler, Federal Aviation Administration, Wichita Aircraft Certification Office, ACE-120W, 1801 Airport Road, Room 100, Wichita, Kansas 67209; Telephone (316) 946-4409.

SUPPLEMENTARY INFORMATION: AD 87-18-06, Amendment 39-5721, requiring the replacement of the seat recline actuator handle assembly with a redesigned one to prevent the inadvertent reclining of the co-pilot's and/or third and fourth passenger seats on certain Beech Model F33A, V35B, A36, A36TC, B36TC, E55, 95B55, 58, 58A, 58P, 58PA, 58TC, and 58TCA airplanes

was issued to all registered affected owners/operators with an effective date of October 9, 1987. The AD resulted from free play designed into the armrest that allows the optional seat recline adjuster handle to be inadvertently actuated if force is applied downward in the forward end of the armrest. The AD requires the replacement of the existing seat recline actuator handle on the co-pilot's and the third and fourth seats with a new handle assembly.

Interested persons were afforded an opportunity to comment on the AD prior to its adoption. No comments or objections were received on the proposal or the FAA determination of the related cost to the public.

Subsequently, the FAA determined that although the AD was issued to all registered owners/operators, the AD was never published in the Federal Register. Therefore, the FAA is revising this AD with a new effective date as a means of total public notification as required by the Administrative Procedure Act (5 U.S.C. 553), and good cause exists for making this amendment effective in less than 30 days.

The FAA has determined that this regulation as originally issued, only involved 2200 airplanes at an approximate one-time cost of \$40 for each airplane with a total cost estimated to be \$88,000 to the public sector. The cost of this revision to the AD will have no additional economic impact on the private sector.

Therefore, I certify that this action (1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under 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.

A copy of the final evaluation prepared for this action is contained in the regulatory docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption "ADDRESSES".

List of Subjects in 14 CFR Part 39

Air transportation, Aviation safety, Aircraft, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends § 39.13 of Part 39 of the FAR as follows:

PART 39—[AMENDED]

1. The authority citation for Part 39 continues to read as follows:

Authority: 49 U.S.C. 1354(a), 1421 and 1423; 49 U.S.C. 106(g) (Revised, Pub. L. 97-449, January 12, 1983); and 14 CFR 11.89

§ 39.13 [Amended]

2. By revising and reissuing AD 87-18-06, Amendment 39-5721, as follows:

Beech: Applies to model and serial numbered airplanes listed below equipped with the optional hydrolock seat recline actuators on co-pilot and third and fourth seats, certificated in any category:

Model	Serial Numbers
F33A	CE-919, CE-923, CE-925, CE-927, CE-929, thru CE-1063.
V35B	D-10348, D-10353 thru D-10403.
A36	E-1422, E-1551, E-1569, E-1581, E-1594 thru E-2327.
A36TC and B36TC.	EA-21, EA-28, EA-33 thru EA-454.
95-B55	TC-2340, TC-2355 thru TC-2456.
E55	TE-1152, TE-1181 thru TE-1201.
58 and 58A	TH-1027, TH-1062, TH-1067, TH-1080 thru TH-1507.
58P and 58PA	TJ-210, TJ-235 thru TJ-497.
58TC and 58TCA	TK-107, TK-108, TK-110 thru TK-151.

Compliance: Required within the next 100 hours time-in-service or the next scheduled inspection, whichever occurs first after the effective date of this revised AD, unless already accomplished per the original issuance of this AD.

To prevent the co-pilot and/or passenger chair armrest from coming in contact with the seat recline actuator handle and inadvertently releasing the locking feature on the seatback, accomplish the following:

(a) Replace the seat recline actuator handle on the co-pilot's and the third and fourth passenger seats that are equipped with reclining backs, with a new P/N 102-530111-5 handle assembly in accordance with the instructions in Beech Service Bulletin No. 2175, revision dated June 1987.

Note.—The third and fourth passenger seats are the seats immediately behind the pilot's and co-pilot's seats.

(b) Airplanes may be flown in accordance with FAR 21.197 to a location where this AD may be accomplished.

(c) An equivalent means of compliance with this AD may be used if approved by the Manager, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; Telephone (316) 946-4400.

All persons affected by this directive may obtain copies of the documents referred to herein upon request to Beech Aircraft Corporation, Commercial Service, Dept. 52, P.O. Box 85, Wichita, Kansas 67201-0085, or may examine these documents at the FAA, Office of the Regional Counsel, 601 East 12th Street, Room 1558, Kansas City, Missouri 64106.

This amendment revises AD 87-18-06, Amendment 39-5721, effective October 9, 1987.

This amendment becomes effective on February 5, 1988.

Issued in Kansas City, Missouri, on January 21, 1988.

Paul K. Bohr,

Director, Central Region.

[FR Doc. 88-1960 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 87-NM-78-AD; Amdt. 39-5839]

Airworthiness Directives; McDonnell Douglas Model DC-9-81, -82, and -83 Series Airplanes Equipped With Honeywell, Inc., P/N HG280D80 Digital Air Data Computers

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model DC-9-81, -82, and -83 series airplanes, which requires inspection and modification, if necessary, of certain Honeywell Digital Air Data Computers (DADC). This amendment is prompted by reports of erroneous information being transmitted to the Digital Flight Guidance Computer (DFGC) from the DADC. This condition, if not corrected, could lead to an aircraft stall close to the ground during an automatic pilot or flight director go-around maneuver.

EFFECTIVE DATE: March 11, 1988.

ADDRESSES: The applicable service information may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Director of Publications, C1-L00 (54-60); or Honeywell, Incorporated, Commercial Aviation Division Technical Services, Mail Station MN23-6345, P.O. Box 889, Minneapolis, Minnesota 55440. This information may be examined at the FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington, or at the Los Angeles Aircraft Certification Office, 4344 Donald Douglas Drive, Long Beach, California.

FOR FURTHER INFORMATION CONTACT: Mr. Richard S. Saul, Aerospace Engineer, Systems and Equipment Branch, ANM-132L, FAA, Northwest Mountain Region, Los Angeles Aircraft Certification Office, 4344 Donald Douglas Drive, Long Beach, California 90808; telephone (213) 514-6323.

SUPPLEMENTARY INFORMATION: A proposal to amend Part 39 of the Federal Aviation Regulations to include a new airworthiness directive (AD) which requires inspection and modification, if necessary, of certain Honeywell DADC on McDonnell Douglas Model DC-9-81, -82, and -83 series airplanes, was published in the *Federal Register* on August 7, 1987 (52 FR 29390).

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the single comment received.

The commenter, the Air Transport Association (ATA) of America, indicated that its affected operators intend to accomplish the proposed modification within the proposed compliance period.

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the following rule.

It is estimated that 366 airplanes of U.S. registry will be affected by this AD, that it will take approximately 4.2 manhours per airplane to accomplish the required actions, and that the average labor cost will be \$40 per manhour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$61,488.

For the reasons discussed above, the FAA has determined that this regulation is not considered to be major under Executive Order 12291 or significant under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and it is further certified under the criteria of the Regulatory Flexibility Act that this rule will not have a significant economic impact, positive or negative, on a substantial number of small entities, because of the minimal cost of compliance per airplane (\$168). A final evaluation has been prepared for this regulation and has been placed in the docket.

List of Subjects in 14 CFR Part 39

Aviation safety, Aircraft.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) as follows:

PART 39—[AMENDED]

1. The authority citation for Part 39 continues to read as follows:

Authority: 49 U.S.C. 1354(a), 1421 and 1423; 49 U.S.C. 106(g) (Revised, Pub. L. 97-449, January 12, 1983); and 14 CFR 11.89.

§ 39.13 [Amended]

2. By adding the following new airworthiness directive:

McDonnell Douglas: Applies to McDonnell Douglas Model DC-9-81, -82, and -83 series airplanes, as listed in McDonnell Douglas Service Bulletin 34-177, dated April 28, 1987, certificated in any category. Compliance required as indicated, unless previously accomplished.

To prevent erroneous information from being transmitted to the Digital Flight Guidance Computer (DFGC) from the Digital Air Data Computer (DADC) in the event of an electrical transient, accomplish the following:

A. Within 12 months after the effective date of this airworthiness directive (AD), inspect Honeywell P/N HG280D80 DADC in affected airplanes to determine if Modification 8 has been installed, in accordance with Part 2 of the Accomplishment Instructions of McDonnell Douglas Service Bulletin 34-177, dated April 28, 1987, or later revisions approved by the Manager, Los Angeles Aircraft Certification Office, FAA, Northwest Mountain Region.

1. If Modification 8 has been installed and identified, no further action is necessary.

2. If Modification 8 has been installed but not identified, identify the DADC in accordance with the service bulletin.

3. If Modification 8 has not been installed, modify and identify the DADC in accordance with the service bulletin.

B. Alternate means of compliance which provide an acceptable level of safety may be used when approved by the Manager, Los Angeles Aircraft Certification Office, FAA, Northwest Mountain Region.

C. Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a base in order to comply with the requirements of this AD.

All persons affected by this directive who have not already received the appropriate service information from the manufacturer may obtain copies upon request to McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Director of Publications, C1-L00 (54-60); or Honeywell, Incorporated, Commercial Aviation Division Technical Services, Mail Station MN23-6345, P.O. Box 889, Minneapolis, Minnesota 55440. These documents may be examined at the FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington, or the Los Angeles Aircraft Certification Office, 4344 Donald Douglas Drive, Long Beach, California.

This Amendment becomes effective March 11, 1988.

Issued in Seattle, Washington, on January 21, 1988.

Wayne J. Barlow,

Director, Northwest Mountain Region.

[FR Doc. 88-1961 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 87-NM-101-AD; Amdt. 39-5838]

Airworthiness Directives; McDonnell Douglas Model DC-10-10, -10F, -15, -30, -30F, -40, and KC-10A (Military) Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to McDonnell Douglas Model DC-10-10, -10F, -15, -30, 30F, -40, and KC-10A (Military) series airplanes, which requires inspections and repair, as necessary, of the horizontal stabilizer constant and outer section integrally-machined skin panels, as well as inspections and replacement of H-11 material bolts used for attachment of the horizontal stabilizer constant section to the spar caps. This amendment is prompted by reports of cracks in the horizontal stabilizer skin panel and a failed bolt. This condition, if not corrected, could result in structural failure of the horizontal stabilizer.

EFFECTIVE DATE: March 11, 1988.

ADDRESSES: The applicable service information may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Director of Publications, C1-L00 (54-60). This information may be examined at the FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington, or at 4344 Donald Douglas Drive, Long Beach, California.

FOR FURTHER INFORMATION CONTACT: Mr. Kyle L. Olsen, Aerospace Engineer, Airframe Branch, ANM-121L, FAA, Northwest Mountain Region, Los Angeles Aircraft Certification Office, 4344 Donald Douglas Drive, Long Beach, California 90808; telephone (213) 514-6319.

SUPPLEMENTARY INFORMATION: A proposal to amend Part 39 of the Federal Aviation Regulations to include a new airworthiness directive (AD) which requires inspections and repair, as necessary, of the horizontal stabilizer constant and outer section integrally machined skin panels, plus inspections and replacement of H-11 material bolts

used for attachment of the horizontal stabilizer constant section to the spar caps, on McDonnell Douglas Model DC-10 series airplanes, was published in the Federal Register on September 9, 1987 (52 FR 33950). The comment period for the proposal closed on October 12, 1987.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Comments received from the manufacturer and an operator suggested that the description of the horizontal stabilizer skin panel read, "constant and outer section upper and lower skin panels." The FAA agrees that the suggested language is clearer and has revised the wording of paragraph A, accordingly.

The manufacturer suggested that the final rule be changed to give credit for inspection previously accomplished since May 8, 1987 (the date of the service bulletins), rather than 18 months as proposed in paragraph A, and 6 months as proposed in paragraph B. The FAA agrees that the reference to 18 months prior to the effective date (as indicated in proposed paragraph A.) is anomalous in that, prior to May 8, 1987, which is the issuance date of the service bulletin, it was not possible to perform an inspection in accordance with that service bulletin. Accordingly, the FAA has revised paragraphs A. and B. of the final rule to reflect the language " * * * unless already accomplished since May 8, 1987."

One operator stated that proposed paragraphs D.2.b. and D.2.c. would require inspection of a greater area than that described in the service bulletin. The FAA agrees that only the cracked skin panel(s) and the adjacent panels need to be inspected along with the bolts on the spar cap nearest to the cracked panel(s). The final rule has been revised accordingly.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the following rule with the changes previously noted.

It is estimated that 196 airplanes of U.S. registry will be affected by this AD, that it will take approximately 7 manhours per airplane to accomplish the required actions, and that the average labor cost will be \$40 per manhour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$54,880.

For the reasons discussed above, the FAA has determined that this regulation is not considered to be major under Executive Order 12291 or significant

under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and it is further certified under the criteria of the Regulatory Flexibility Act that this rule will not have a significant economic impact, positive or negative, on a substantial number of small entities, because few, if any, Model DC-10 series airplanes are operated by small entities. A final evaluation has been prepared for this regulation and has been placed in the docket.

List of Subjects in 14 CFR Part 39

Aviation safety, Aircraft.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) as follows:

PART 39—[AMENDED]

1. The authority citation for Part 39 continues to read as follows:

Authority: 49 U.S.C. 1354(a), 1421 and 1423; 49 U.S.C. 106(g) (Revised, Pub. L. 97-499, January 12, 1983); and 14 CFR 11.89.

§ 39.13 [Amended]

2. By adding the following new airworthiness directive:

McDonnell Douglas: Applies to McDonnell Douglas Model DC-10-10, -10F, -15, -30, -30F, -40, and KC-10A (Military) series airplanes, certificated in any category. Compliance required as indicated, unless previously accomplished.

To prevent failure of a horizontal stabilizer skin panel or a spar cap bolt due to stress corrosion, accomplish the following:

A. Within the next 6 months after the effective date of this AD, unless already accomplished since May 8, 1987, and thereafter at intervals not to exceed 2 years, inspect the horizontal stabilizer constant and outer section upper and lower skin panels and apply LPS-3 (or equivalent) corrosion-inhibiting compound in accordance with McDonnell Douglas Alert Service Bulletin A55-16, dated May 8, 1987, or later FAA-approved revision.

B. Within the next 6 months after the effective date of this AD, unless already accomplished since May 8, 1987, and thereafter at intervals not to exceed one year, inspect the horizontal stabilizer spar cap bolts made from H-11 material in accordance with McDonnell Douglas Alert Service Bulletin A55-17, dated May 8, 1987, or later FAA-approved revision.

C. If a broken bolt is found, prior to further flight, replace the broken bolt with a new bolt in accordance with McDonnell Douglas Alert Service Bulletin A55-17, dated May 8, 1987, or later FAA-approved revision.

D. If a crack is found in a skin panel:

1. Prior to further flight, repair or replace in accordance with McDonnell Douglas Alert

Service Bulletin A55-16, dated May 8, 1987, or later FAA-approved revision; or

2. If the crack is within limits defined in McDonnell Douglas Alert Service Bulletin A55-16, dated May 8, 1987, or later FAA-approved revision, accomplish the following:

a. Prior to further flight, apply LPS-3 (or equivalent) corrosion inhibiting compound in accordance with McDonnell Douglas Alert Service Bulletin A55-16, dated May 8, 1987, or later FAA-approved revision; and

b. Prior to further flight, inspect the horizontal stabilizer spar cap bolts nearest to the cracked panel(s) and, if necessary, replace broken attachment bolts in accordance with McDonnell Douglas Alert Service Bulletin A55-17, dated May 8, 1987, or later FAA-approved revision; and

c. At intervals not to exceed 3 months from the last inspection, reinspect the cracked skin panel(s) and the adjacent panels (forward and aft and inboard or outboard) and horizontal stabilizer spar cap bolts nearest to the cracked panel(s) in accordance with paragraphs A. and B., above.

E. If, at any inspection, a crack is found in the skin panel which is outside acceptable limits defined in paragraph D.2., above, prior to further flight, repair or replace in accordance with McDonnell Douglas Alert Service Bulletin A55-16, dated May 8, 1987, or later FAA-approved revision.

F. Installation of a new inconel or multiphase bolt, as applicable, to replace an H-11 material bolt constitutes terminating action for the repetitive inspections required by this AD for that bolt.

G. Alternate means of compliance which provide an acceptable level of safety may be used when approved by the Manager, Los Angeles Aircraft Certification Office, FAA, Northwest Mountain Region.

H. Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a base in order to comply with the requirements of this AD.

All persons affected by this directive who have not already received the appropriate service information from the manufacturer may obtain copies upon request to McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Director of Publications, C1-L00 (54-60). These documents may be examined at the FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington or the Los Angeles Aircraft Certification Office, 4344 Donald Douglas Drive, Long Beach, California.

This Amendment becomes effective March 11, 1988.

Issued in Seattle, Washington, on January 21, 1988.

Wayne J. Barlow,

Director Northwest Mountain Region.

[FR Doc. 88-1962 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-13-M

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

14 CFR Part 1206

Availability of Agency Records to Members of the Public; Correction

AGENCY: National Aeronautics and Space Administration (NASA).

ACTION: Final rule; correction.

SUMMARY: NASA is correcting errors found in this regulation published in the Federal Register on October 28, 1987 (52 FR 41406). This action corrects the NASA official identified in § 1206.500 and § 1206.503(a)(4) from the Associate Deputy Administrator (Policy) to the Associate Deputy Administrator (Institution). This also necessitates correction to the table of contents for Subpart 5, § 1206.500.

This action also corrects the names and addresses of several NASA information centers listed in § 1206.401. The name of the Dryden Flight Research Center has been changed to the Dryden Flight Research Facility. The name of the Wallops Flight Center has been changed to the Wallops Flight Facility. The ZIP code at the Langley Research Center has been changed to 23665. The ZIP code at the NASA Resident Procurement Office (JPL) has been changed to 91109. The address of the National Space Technology Laboratories has been changed from Bay St. Louis to NSTL, MS 39529.

FOR FURTHER INFORMATION CONTACT: Elizabeth N. Siegel, 202 453-2465.

PART 1206—[CORRECTED]

1. Table of contents for Subpart 5 is corrected to read as follows:

Subpart 5—Responsibilities

1206.500 Associate Deputy Administrator (Institution).

2. Section 1206.401 (c), (f), (j), (k), and (l) are corrected to read as follows:

§ 1206.401 Location of NASA information centers.

(c) NASA Information Center, Hugh L. Dryden Flight Research Facility, Post Office Box 273, Edwards, CA 93523.

(f) NASA Information Center, Langley Research Center, Langley Station, Hampton, VA 23665.

(j) NASA Information Center, National Space Technology Laboratories, NSTL, MS 39529.

(k) NASA Information Center, NASA Resident Procurement Office (JPL), 4800 Oak Grove Drive, Pasadena, CA 91109.

(l) NASA Information Center, Wallops Flight Facility, Wallops Island, VA 23337.

3. The introductory text of § 1206.500 is corrected to read as follows:

§ 1206.500 Associate Deputy Administrator (Institution).

Except as otherwise provided in § 1206.504, the Associate Deputy Administrator (Institution) or designee is responsible for the following:

4. Section 1206.503(a)(4) is corrected to read as follows:

§ 1206.503 NASA Headquarters.

(a) * * *

(4) In coordination with the Associate Deputy Administrator (Institution), ensuring that requests for agency records under the cognizance of Headquarters are processed and initial determinations made within the time limits specified in Subpart 6 of this part.

James C. Fletcher,
Administrator.

January 25, 1988.

[FR Doc. 88-1973 Filed 1-29-88; 8:45 am]

BILLING CODE 7510-01-M

GENERAL SERVICES ADMINISTRATION

41 CFR Part 101-1

[FPMR Amdt. A-41]

Revision of Procedures for Distributing the FPMR and for Obtaining GSA Forms

AGENCY: Office of Administration, GSA.
ACTION: Final rule.

SUMMARY: These changes to FPMR Subchapter A reflect changes in GSA organization and policy and clarify procedures for distributing FPMR and other publications and for obtaining GSA forms.

EFFECTIVE DATE: February 1, 1988.

FOR FURTHER INFORMATION CONTACT: Dynnelle Kozlowski, Directives and Correspondence Branch (202-535-7942).

SUPPLEMENTARY INFORMATION: The General Services Administration has determined that this rule is not a major

rule for the purposes of Executive Order 12291 of February 17, 1981, because it is not likely to result in an annual effect on the economy of \$100 million or more; a major increase in costs to consumers or others; or significant adverse effects. The General Services Administration has based all administrative decisions underlying this rule on adequate information concerning the need for, and consequences of, this rule; has determined that the potential benefits to society from this rule outweigh the potential costs and has maximized the net benefits, and has chosen the alternative approach involving the least net cost to society.

List of Subjects in 41 CFR Part 101-1

Government property management.

PART 101-1—INTRODUCTION

1. The authority citation for Part 101-1 continues to read as follows:

Authority: Sec. 205(c), 63 Stat. 390 (40 U.S.C. 486(c)).

Subpart 101-1.1—Regulation System

2. Section 101-1.104-2(a) is revised to read as follows:

§ 101-1.104-2 Distribution.

(a) Each agency shall designate an official to serve as liaison with GSA on matters pertaining to the distribution of FPMR and other publications in the FPMR series. Agencies shall report all changes in designation of agency liaison officers to the General Services Administration (CAR), Washington, DC 20405.

Subpart 101-1.49—Illustration of Forms

3. Section 101-1.4902 is amended to revise paragraph (b) to read as follows:

§ 101-1.4902 GSA forms.

(b) GSA forms illustrated in § 101-1.4902 may be obtained by addressing requests to the General Services Administration, National Forms and Publications Center-7 CAR-W, Warehouse 4, Dock No. 1, 501 West Felix Street, Fort Worth, TX 76115.

Dated: January 19, 1988.

T.C. Golden,

Administrator of General Services.

[FR Doc. 88-1966 Filed 1-29-88; 8:45 am]

BILLING CODE 6820-34-M

FEDERAL EMERGENCY MANAGEMENT AGENCY

44 CFR Part 5

Implementation of Executive Order 12600 of June 23, 1987, Predisclosure Notification Procedures for Confidential Commercial Information

AGENCY: Federal Emergency Management Agency.

ACTION: Final rule.

SUMMARY: The Federal Emergency Management Agency (FEMA) is amending its Freedom of Information Act (FOIA) regulations to add a new section regarding predisclosure notification procedures for confidential commercial information as required by Executive Order (E.O.) 12600 of June 23, 1987.

EFFECTIVE DATE: March 2, 1988.

FOR FURTHER INFORMATION CONTACT: Linda M. Keener, FOIA/Privacy Specialist, (202) 646-3840.

SUPPLEMENTARY INFORMATION: The purpose of this notice is to issue final implementing regulations in conformance with the requirements of E.O. 12600 which was published in the *Federal Register* on June 25, 1987, 52 FR 23781. Section 7 of E.O. 12600 of June 23, 1987, requires that the designation and notification procedures required by this Executive Order shall be established by regulation, after notice and public comment. On September 9, 1987, FEMA published a notice of proposed rulemaking to issue proposed implementing regulations as required by E.O. 12600. FEMA received one comment pursuant to that notice from a public interest group.

Section-By-Section Analysis

Section 5.57(d) Opportunity to object to disclosure.

The commenter objects to FEMA's proposal to give 7 working days to submitters to object to disclosure and urges FEMA to reduce the response time for submitters, implement notification procedures by telephone rather than letter, or take any other steps to make clear that the notification procedures do not obviate the Agency's obligation to respond to a FOIA request within 10 working days.

FEMA believes that the notification procedures as required by E.O. 12600 constitute unusual circumstances which permit an extension of 10 working days beyond the normal time limits, thereby providing for a due date for response to the FOIA requester within 20 working days rather than the normal 10 working

days. Although E.O. 12600 requires agencies to provide notice to submitters within "a reasonable number of days" to submit objections to disclosure or prior to the specified disclosure date by the Agency, FEMA believes that "a reasonable number of days" should be clearly defined to avoid inconsistent interpretation by the various FOIA case processors of what it constitutes. FEMA is cognizant that the FOIA time limits are not always realistic. However, it believes that the Agency has carefully considered the interests of both the submitters and the public and determined that 7 working days is the fewest number of days that FEMA can reasonably expect to receive submitters' comments and still be responsive to the needs of the FOIA requesters. While FEMA will expedite the consultation process as much as possible in notifying submitters, it will continue to do so through written procedures due to the potential of litigation, wherein the propriety of FEMA's determination to release any of the submitter's information over their objections would be decided on the administrative written record. Also, verbal notices have a much greater probability of being misconstrued or misunderstood than do written notices. Because the majority of FEMA's records which require notification to submitters involve procurement activities and the contract area has a high turnover of personnel, it would be difficult for FEMA to verify proper notification to a submitter absent a written record. Accordingly, FEMA has not made any changes to this section.

Section 5.57(d)(2) Opportunity to object to disclosure.

The commenter also challenges FEMA's "invitation" that the requester not consider the time delay as a denial but voluntarily agree to an extension of time. The commenter argues that the proposed rule makes no provision for following the time limit should the requester decline the invitation, and suggests that FEMA simply intends to ignore the law while it considers business information submitters' comments. The commenter suggests that it is simply inappropriate for FEMA to request through regulation that FOIA requester ignore the time provisions made for their benefit in the FOIA.

In its experience, FEMA has found informal negotiations with some requesters for voluntary extension of the time limits to be quite effective in avoiding unnecessary FOIA litigation. The inclusion of these informal negotiation procedures in FEMA's

proposed rule was not in any way meant to restrict the legal rights of a requester to submit an administrative appeal or seek judicial review which is provided by the FOIA. Based upon the comment, however, FEMA has revised this section as it agrees that negotiation procedures continue to be best handled informally.

FEMA has determined that this document is not a major rule under E.O. 12291 since it will not have a significant economic effect on a substantial number of small entities. The basis for this determination is that any economic impact on small entities resulting from this proposed rule would be attributable to E.O. 12600, not to these regulations.

This final rule does not contain information collection requirements which require approval by the Office of Management and Budget under 44 U.S.C. 3501, *et seq.*

The publication of this notice is made in accordance with the requirements of 5 U.S.C. 553 of the Administrative Procedure Act.

List of Subjects in 44 CFR Part 5

Freedom of Information Act,
Production or disclosure of information.

Accordingly, for reasons set out in the preamble, 44 CFR Chapter I, Subchapter A, is amended as follows:

PART 5—[AMENDED]

1. The authority citation for Part 5 is revised to read as follows:

Authority: 5 U.S.C. 552 as amended by the Freedom of Information Reform Act of 1986 (Pub. L. 99-570); Reorganization Plan No. 3 of 1978; E.O. 12127; and E.O. 12600.

§ 5.52 [Amended]

2. Section 5.52 is amended by removing paragraph (c).

§§ 5.57, 5.58, 5.59 and 5.60 [Redesignated as § 5.58, 5.59, 5.60 and 5.61]

3. Sections 5.57, 5.58, 5.59, and 5.60 are redesignated as §§ 5.58, 5.59, 5.60, and 5.61 respectively.

4. A new § 5.57 is added to read as follows:

§ 5.57 Prediscovery notification procedures for confidential commercial information.

(a) *In general.* Business information provided to FEMA by a business submitter shall not be disclosed pursuant to a Freedom of Information Act (FOIA) request except in accordance with this section. For purposes of this section, the following definitions apply:

(1) "Confidential commercial information" means records provided to the government by a submitter that arguably contain material exempt from

release under Exemption 4 of the Freedom of Information Act, 5 U.S.C. 552(b)(4), because disclosure could reasonably be expected to cause substantial competitive harm.

(2) "Submitter" means any person or entity who provides confidential commercial information to the government. The term "submitter" includes, but is not limited to, corporations, State governments, and foreign governments.

(b) *Notice to business submitters.* FEMA shall provide a submitter with prompt notice of receipt of a Freedom of Information Act request encompassing its business information whenever required in accordance with paragraph (c) of this section, and except as provided in paragraph (g) of this section. The written notice shall either describe the exact nature of the business information requested or provide copies of the records or portions of records containing the business information.

(c) *When notice is required.* (1) For confidential commercial information submitted prior to January 1, 1988, FEMA shall provide a submitter with notice of receipt of a FOIA request whenever:

(i) The records are less than 10 years old and the information has been designated by the submitter as confidential commercial information;

(ii) FEMA has reason to believe that disclosure of the information could reasonably result in commercial or financial injury to the submitter; or

(iii) The information is subject to prior express commitment of confidentiality given by FEMA to the submitter.

(2) For confidential commercial information submitted to FEMA on or after January 1, 1988, FEMA shall provide a submitter with notice of receipt of a FOIA request whenever:

(i) The submitter has in good faith designated the information as commercially or financially sensitive information; or

(ii) FEMA has reason to believe that disclosure of the information could reasonably result in commercial or financial injury to the submitter.

(3) Notice of a request for confidential commercial information falling within paragraph (c)(2)(i) of this section shall be required for a period of not more than 10 years after the date of submission unless the submitter requests, and provides acceptable justification for, a specific notice period of greater duration.

(4) Whenever possible, the submitter's claim of confidentiality shall be supported by a statement or certification by an officer or authorized representative of the company that the

information in question is in fact confidential commercial or financial information and has not been disclosed to the public.

(d) *Opportunity to object to disclosure.* (1) Through the notice described in paragraph (b) of this section, FEMA shall afford a submitter 7 working days within which to provide FEMA with a detailed statement of any objection to disclosure. Such statement shall specify all grounds for withholding any of the information under any exemptions of the Freedom of Information Act and, in the case of Exemption 4, shall demonstrate why the information is contended to be a trade secret or commercial or financial information which is considered privileged or confidential. Information provided by a submitter pursuant to this paragraph may itself be subject to disclosure under the FOIA.

(2) When notice is given to a submitter under this section, FEMA shall notify the requester that such notice has been given to the submitter. The requester will be further advised that a delay in responding to the request, i.e., 10 working days after receipt of the request by FEMA or 20 working days after receipt of the request by FEMA if the time limits are extended under unusual circumstances permitted by the FOIA, may be considered a denial of access to records and the requester may proceed with an administrative appeal or seek judicial review, if appropriate.

(e) *Notice of intent to disclose.* FEMA shall consider carefully a submitter's objections and specific grounds for nondisclosure prior to determining whether to disclose business information. Whenever FEMA decides to disclose business information over the objection of a submitter, FEMA shall forward to the submitter a written notice which shall include:

(1) A statement of the reasons for which the submitter's disclosure objections were not sustained;

(2) A description of the business information to be disclosed; and

(3) A specified disclosure date, which is 7 working days after the notice of the final decision to release the requested information has been mailed to the submitter. FEMA shall inform the submitter that disclosure will be made by the specified disclosure date, unless the submitter seeks a court injunction to prevent its release by the date. When notice is given to a submitter under this section, FEMA shall notify the requester that such notice has been given to the submitter and the proposed date for disclosure.

(f) *Notice of lawsuit.* (1) Whenever a requester brings legal action seeking to compel disclosure of business information covered by paragraph (c) of this section, FEMA shall promptly notify the submitter.

(2) Whenever a submitter brings legal action seeking to prevent disclosure of business information covered by paragraph (c) of this section, FEMA shall promptly notify the requester.

(g) *Exception to notice requirement.* The notice requirements of this section shall not apply if:

(1) FEMA determines that the information shall not be disclosed;

(2) The information has been published or otherwise officially made available to the public;

(3) Disclosure of the information is required by law (other than 5 U.S.C. 552); or

(4) The information was required in the course of a lawful investigation of a possible violation of criminal law.

§ 5.60 [Amended]

5. Newly redesignated § 5.60 is amended by changing "§ 5.58" to read "§ 5.59".

§ 5.61 [Amended]

6. Newly redesignated § 5.61 is amended by changing "§ 5.59" to read "§ 5.60".

Date: January 26, 1988.

Julius W. Becton, Jr.,

Director.

[FR Doc. 88-1923 Filed 1-29-88; 8:45 am]

BILLING CODE 6718-21-M

44 CFR Part 64

[Docket No. FEMA 6773]

Suspension of Community Eligibility; Pennsylvania et al.

AGENCY: Federal Emergency Management Agency.

ACTION: Final rule.

SUMMARY: This rule lists communities, where the sale of flood insurance has been authorized under the National Flood Insurance Program (NFIP), that are suspended on the effective dates listed within this rule because of noncompliance with the floodplain management requirements of the program. If FEMA receives documentation that the community has adopted the required floodplain management measures prior to the effective suspension date given in this rule, the suspension will be withdrawn by publication in the *Federal Register*.

EFFECTIVE DATES: The third date ("Susp.") listed in the third column.

FOR FURTHER INFORMATION CONTACT:

Frank H. Thomas, Assistant Administrator, Office of Loss Reduction, Federal Insurance Administration, (202) 646-2717, Federal Center Plaza, 500 C Street, Southwest, Room 416, Washington, DC 20472.

SUPPLEMENTARY INFORMATION: The National Flood Insurance Program (NFIP), enables property owners to purchase flood insurance at rates made reasonable through a Federal subsidy. In return, communities agree to adopt and administer local floodplain management measures aimed at protecting lives and new construction from future flooding. Section 1315 of the National Flood Insurance Act of 1968, as amended (42 U.S.C. 4022), prohibits flood insurance coverage as authorized under the National Flood Insurance Program (42 U.S.C. 4001-4128) unless an appropriate public body shall have adopted adequate floodplain management measures with effective enforcement measures. The communities listed in this notice no longer meet that statutory requirement for compliance with program regulations (44 CFR Part 59 *et seq.*). Accordingly, the communities will be suspended on the effective date in the third column. As of that date, flood insurance will no longer be available in the community. However, some of these communities may adopt and submit the required documentation of legally enforceable floodplain management measures after this rule is published but prior to the actual suspension date. These communities will not be suspended and will continue their eligibility for the sale of insurance. A notice withdrawing the suspension of the communities will be published in the *Federal Register*. In the interim, if you wish to determine if a particular community was suspended on the suspension date, contact the appropriate FEMA Regional Office or the NFIP servicing contractor.

In addition, the Federal Emergency Management Agency has identified the special flood areas in these communities by publishing a Flood Hazard Boundary Map. The date of the flood map, if one has been published, is indicated in the fourth column of the table. No direct Federal financial assistance (except assistance pursuant to the Disaster Relief Act of 1974 not in connection with a flood) may legally be provided for construction or acquisition of buildings in the identified special flood hazard

area of communities not participating in the NFIP and identified for more than a year, on the Federal Emergency Management Agency's initial flood insurance map of the community as having flood-prone areas. (Section 202(a) of the Flood Disaster Protection Act of 1973 (Pub. L. 93-234), as amended). This prohibition against certain types of Federal assistance becomes effective for the communities listed on the date shown in the last column.

The Administrator finds that notice and public procedure under 5 U.S.C. 553(b) are impracticable and unnecessary because communities listed in this final rule have been adequately notified. Each community receives a 6-month, 90-day, and 30-day notification addressed to the Chief Executive Officer that the community will be suspended unless the required floodplain management measures are met prior to the effective suspension date. For the same reasons, this final rule may take effect within less than 30 days.

Pursuant to the provision of 5 U.S.C. 605(b), the Administrator, Federal Insurance Administration, FEMA, hereby certifies that this rule if promulgated will not have a significant economic impact on a substantial number of small entities. As stated in section 2 of the Flood Disaster Protection Act of 1973, the establishment of local floodplain management together with the availability of flood insurance decreases the economic impact of future flood losses to both the particular community and the nation as a whole. This rule in and of itself does not have a significant economic impact. Any economic impact results from the community's decision not to (adopt) (enforce) adequate floodplain management, thus placing itself in noncompliance of the Federal standards required for community participation. In each entry, a complete chronology of effective dates appears for each listed community.

List of Subjects in 44 CFR Part 64.

Flood insurance, Floodplains.

PART 64—[AMENDED]

1. The authority citation for Part 64 continues to read as follows:

Authority: 42 U.S.C. 4001 *et seq.*, Reorganization Plan No. 3 of 1978, E.O. 12127.

2. Section 64.6 is amended by adding in alphabetical sequence new entries to the table.

§ 64.6 List of eligible communities.

State and location	Community No.	Effective dates of authorization/cancellation of sale of flood insurance in community	Current effective map date	Dated ¹
Region III—Regular Conversions				
Pennsylvania:				
Hamilton, Township of, Monroe County.....	421888	Mar. 31, 1978, Emerg.; Feb. 4, 1988, Reg.; Feb. 4, 1988, Susp.	Feb. 4, 1988.....	Feb. 4, 1988.
Hatfield, Township of, Montgomery County...	420699	Apr. 21, 1972, Emerg.; Nov. 15, 1979, Reg.; Feb. 4, 1988, Susp.	.....do.....	Do.
Washington, Township of, Armstrong County.	421317	Feb. 17, 1977, Emerg.; Feb. 4, 1988, Reg.; Feb. 4, 1988, Susp.	.....do.....	Do.
Region IV				
Georgia: Jesup, City of, Wayne County.....	130188	June 4, 1975, Emerg.; Feb. 4, 1988, Reg.; Feb. 4, 1988, Susp.	.....do.....	Do.
Region V				
Ohio:				
Belmont County; Unincorporated Areas	390762	June 3, 1976, Emerg.; Feb. 4, 1988, Reg.; Feb. 4, 1988, Susp.	.....do.....	Do.
Brookside, Village of, Belton County.....	390027	Mar. 20, 1975, Emerg.; Feb. 4, 1988, Reg.; Feb. 4, 1988, Susp.	.....do.....	Do.
Region VI				
Louisiana: Iowa, Town of, Calcasieu Parish.....	220039	Nov. 2, 1974, Emerg.; Feb. 4, 1988, Reg.; Feb. 4, 1988, Susp.	.....do.....	Do.
Texas: Arlington, City of, Tarrant County	485454	July 31, 1970, Emerg.; Dec. 31, 1970, Reg.; Feb. 4, 1988, Susp.	.....do.....	Do.
Region VII				
Kansas: Geary County, Unincorporated Areas.....	200579	Jan. 8, 1979, Emerg.; Feb. 4, 1988, Reg.; Feb. 4, 1988, Susp.	.....do.....	Do.
Nebraska: Saline County, Unincorporated Areas..	310472	Feb. 3, 1981, Emerg.; Feb. 4, 1988, Reg.; Feb. 4, 1988, Susp.	.....do.....	Do.
Region VIII				
Utah: Duchesne, City of, Duchesne County.....	490055	Nov. 25, 1974, Emerg.; Feb. 4, 1988, Reg.; Feb. 4, 1988, Susp.	.....do.....	Do.
Region IX				
California:				
Stockton, City of, San Joaquin County	060302	Apr. 19, 1973, Emerg.; Jan. 3, 1979, Reg.; Feb. 4, 1988, Susp.	.....do.....	Do.
Sacramento, City of, Sacramento County	060266	Mar. 17, 1972, Emerg.; Sept. 15, 1978, Reg.; Feb. 4, 1988, Susp.	.....do.....	Do.
Minimal Conversions				
Utah: Myton, City of, Duchesne County	490056	July 29, 1981, Emerg.; Feb. 4, 1988, Reg.; Feb. 4, 1988, Susp.	.....do.....	Do.
Region I—Regular Conversions				
Maine:				
Fairfield, Town of, Somerset County.....	230125	Aug. 11, 1975, Emerg.; Feb. 17, 1988, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.
Waterville, City of, Kennebec County.....	230070	Nov. 25, 1974, Emerg.; Feb. 17, 1988, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.
Massachusetts: Marion, Town of, Plymouth County.	255213	Oct. 8, 1971, Emerg.; Apr. 6, 1973, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.
Region III				
Pennsylvania:				
Bath, Borough of, Northampton County	420717	Aug. 8, 1975, Emerg.; Feb. 17, 1988, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.
Chestnuthill, Township of, Monroe County.....	421885	Dec. 23, 1977, Emerg.; Feb. 17, 1988, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.
Eldred, Township of, Monroe County.....	421887	July 20, 1977, Emerg.; Feb. 17, 1988, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.
Ross, Township of, Monroe County.....	421895	June 1, 1976, Emerg.; Feb. 17, 1988, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.
Starrucca, Borough of, Wayne County.....	420867	Nov. 26, 1975, Emerg.; Feb. 17, 1988, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.
Region IV				
South Carolina: Clemson, City of, Anderson County.	450238	Sept. 22, 1980, Emerg.; Feb. 17, 1988, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.
Tennessee:				
Fayetteville, City of, Lincoln County	470105	Aug. 30, 1974, Emerg.; Feb. 17, 1988, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.
Lewisburg, City of, Marshall County	470121	Jan. 12, 1982, Emerg.; Feb. 17, 1988, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.
Marshall County, Unincorporated Areas.....	470119	June 11, 1981, Emerg.; Feb. 17, 1988, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.
Mount Pleasant, City of, Maury County.....	470125	Oct. 5, 1973, Emerg.; Feb. 17, 1988, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.

State and location	Community No.	Effective dates of authorization/cancellation of sale of flood insurance in community	Current effective map date	Dated ¹
Region V				
Michigan: Blissfield, Village of, Lenawee County	260339	Dec. 10, 1976, Emerg.; July 19, 1982, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.
Region IX				
Nevada: Lincoln County, Unincorporated Areas	320014	Dec. 12, 1983, Emerg.; Mar. 1, 1984, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.
Oregon:				
Enterprise, City of, Wallowa County	410225	May 6, 1975, Emerg.; Feb. 17, 1988, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.
Joseph, City of, Wallowa County	410226	April 30, 1975, Emerg.; Feb. 17, 1988, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.
Wallowa, City of, Wallowa County	410228	Mar. 12, 1975, Emerg.; Feb. 17, 1988, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.
Wallowa County, Unincorporated Areas	410224	Mar. 3, 1975, Emerg.; Feb. 17, 1988, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.
Jefferson County, Unincorporated Areas	160214	July 6, 1978, Emerg.; Feb. 17, 1988, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.
Region IX—Minimal Conversion				
Oregon: Lostine, City of, Wallowa County	410227	Mar. 3, 1975, Emerg.; Feb. 17, 1988, Reg.; Feb. 17, 1988, Susp.	.....do.....	Do.

¹ Certain Federal assistance no longer available in special flood hazard areas.
Code for reading fourth column: Emerg.—Emergency; Reg.—Regular; Susp.—Suspension.

Issued January 25, 1988.

Harold T. Duryee,
Administrator, Federal Insurance Administration.
[FR Doc. 88-1924 Filed 1-29-88; 8:45 am]
BILLING CODE 6718-03-M

44 CFR Part 67

Final Flood Elevation Determinations

AGENCY: Federal Emergency Management Agency.

ACTION: Final rule.

SUMMARY: Final base (100-year) flood elevations are determined for the communities listed below.

The base (100-year) flood elevations are the basis for the floodplain management measures that the community is required to either adopt or show evidence of being already in effect in order to qualify or remain qualified for participation in the National Flood Insurance Program (NFIP).

EFFECTIVE DATE: The date of issuance of the Flood Insurance Rate Map (FIRM) showing base (100-year) flood elevations, for the community. This date may be obtained by contacting the office where the maps are available for inspection indicated on the table below.

ADDRESSES: See table below.

FOR FURTHER INFORMATION CONTACT: John L. Matticks, Chief, Risk Studies Division, Federal Insurance Administration, Federal Emergency Management Agency, Washington, DC 20472, (202) 646-2767.

SUPPLEMENTARY INFORMATION: The Federal Emergency Management

Agency gives notice of the final determinations of flood elevations for each community listed. Proposed base flood elevations or proposed modified base flood elevations have been published in the **Federal Register** for each community listed.

This final rule is issued in accordance with section 110 of the Flood Disaster Protection Act of 1968 (Title XIII of the Housing and Urban Development Act of 1968 (Pub. L. 90-448)), 42 U.S.C. 4001-4128, and 44 CFR Part 67. An opportunity for the community or individuals to appeal proposed determination to or through the community for a period of ninety (90) days has been provided.

The Agency has developed criteria for flood plain management in floodprone areas in accordance with 44 CFR Part 60.

Pursuant to the provisions of 5 U.S.C. 605(b), the Administrator, to whom authority has been delegated by the Director, Federal Emergency Management Agency, hereby certifies for reasons set out in the proposed rule that the final flood elevation determinations, if promulgated, will not have a significant economic impact on a substantial number of small entities. Also, this rule is not a major rule under terms of Executive Order 12291, so no regulatory analyses have been prepared. It does not involve any collection of information for purposes of the Paperwork Reduction Act.

List of Subjects in 44 CFR Part 67

Flood insurance, Flood plains.
The authority citation for Part 67 continues to read as follows:

Authority: 42 U.S.C. 4001 *et seq.*, Reorganization Plan No. 3 of 1978, E.O. 12127.

Interested lessees and owners of real property are encouraged to review the proof Flood Insurance Study and Flood Insurance Rate Map available at the address cited below for each community.

The modified base (100-year) flood elevations are finalized in the communities listed below. Elevations at selected locations in each community are shown. Any appeals of the proposed base flood elevations which were received have been resolved by the Agency.

Source of flooding and location	#Depth in feet above ground. Elevation in feet (NGVD)
CALIFORNIA	
Sutter County (unincorporated areas) (FEMA Docket No. 6909)	
<i>Auburn Ravine:</i> 100 feet downstream from the center of Pleasant Grove Road.....	*46
At a point 150 feet north of the stream and 150 feet west of the Union Pacific Railroad.....	#1
<i>Curry Creek:</i> At Center of Keys Road, 450 feet east of its eastern intersection with Pleasant Grove Road.....	*41
<i>Curry Creek Bypass:</i> 250 feet downstream from the center of Pleasant Grove Road.....	*39
<i>East Side Canal:</i> 350 feet downstream from the center of Pacific Avenue.....	*38
<i>Howsley Creek:</i> 250 feet upstream from the center of Pleasant Grove Road.....	*43
<i>King Slough:</i> 275 feet upstream from the center of Pleasant Grove Road.....	*45
<i>North King Slough:</i> At center of Catlett Road, 300 feet east of the Union Pacific Railroad.....	*39

Source of flooding and location	#Depth in feet above ground. Elevation in feet (NGVD)
Pleasant Grove Creek: At center of Field Road, 450 feet west of its intersection with Pleasant Grove Road.....	*43
Pleasant Grove Creek Bypass: 150 feet upstream from the center of Pleasant Grove Road.....	*44
Pleasant Grove Creek Canal: At the intersection of Pacific Avenue and Howsley Road.....	*37
Maps are available for review at the Planning Department, County Administration Building, 463 Second Street, Yuba City, California 95991.	
VERMONT	
Lyndon (town), Caledonia County (FEMA Docket No. 6909)	
Passumpsic River: Upstream side of Lyndonville Electric Company Dam.....	*677
Approximately 150 feet downstream of confluence of Hawkins Brook.....	*681
Approximately 75 feet upstream of U.S. Route 5 (Chapel Street).....	*702
Approximately 670 feet upstream of State Route 122 (Central Street).....	*704
Approximately 40 feet downstream of Canadian Pacific Railroad (first upstream crossing).....	*711
At confluence of West Branch Passumpsic River.....	*713
East Branch Passumpsic River: At State Route 114.....	*713
Approximately 1,200 feet upstream of confluence of Mountain Brook.....	*773
West Branch Passumpsic River: At confluence with Passumpsic River.....	*713
Calendar Brook: At confluence with West Branch Passumpsic River.....	*728
Approximately 0.5 mile upstream of U.S. Route 5.....	*735
Hawkins Brook: At confluence with Passumpsic River.....	*681
At Town Highway 6 (Severence Hill Road).....	*706
Millers Run: At confluence with Passumpsic River.....	*705
Approximately 100 feet upstream of Interstate Route 91.....	*711
Approximately 50 feet upstream of Town Highway 31.....	*713
At Town Highway 26.....	*720
Wheelock Branch Brook: At confluence with Passumpsic River.....	*703
At Mill Street.....	*723
Maps available for inspection at the Town Clerk's Office, Lyndon, Vermont.	
WASHINGTON	
Spokane County (unincorporated areas) (FEMA Docket No. 6645)	
Chester Creek: Intersection of Chester Creek and center of Bowdish Road.....	*2,005
Country Homes Drainage: Intersection of Whitehouse and Barnes Street.....	*1,941
Hangman Creek: 260 feet upstream from center of Hatch Road.....	*1,844
Little Spokane River: Intersection of Little Spokane River and center of Colbert Road.....	*1,638
Newman Lake: Along entire lake shoreline.....	*2,127
Saltse Creek: 30 feet upstream of center of Barker Road.....	*2,038
Saltse Flats: South of dike.....	*2,045
Maps are available for inspection at the Public Works Department, Public Safety Building, West 1100 Mallon Avenue, Spokane, Washington.	

appeal was made during the 90-day period and the proposed base flood elevations have not been changed.

Source of flooding and location	#Depth in feet above ground. Elevation in feet (NGVD)
ALABAMA	
Cottonwood (town), Houston County (FEMA Docket No. 6914)	
Boggy Creek: Just upstream of State Highway 53.....	*141
Just downstream of Ashford Road.....	*167
Boggy Creek Tributary: At confluence with Boggy Creek.....	*148
Just downstream of Pine Tree Street.....	*157
Buck Creek: About 2,000 feet downstream of confluence of Buck Creek Tributary.....	*139
About 3,050 feet upstream of State Line Road.....	*155
Buck Creek Tributary: At confluence with Buck Creek.....	*138
Just downstream of Metcalf Road.....	*162
Maps available for inspection at the City Hall, Cottonwood, Alabama.	
ARIZONA	
Avondale (city), Maricopa County (FEMA Docket No. 6903)	
Agua Fria River: 2,500 feet downstream of Broadway Road.....	*927
At downstream edge of Indian School Road.....	*1,012
Maps are available for review at the Public Works Department, 525 North Central Avenue, Avondale, Arizona.	
Carefree (town), Maricopa County (FEMA Docket No. 6903)	
Andora Hills Wash: Approximately 1,250 feet downstream from center of Piedra Grande Drive.....	*2,248
At the most upstream crossing of Burro Road.....	*2,296
Galloway Wash: Approximately 120 feet downstream of Scopa Trail.....	*2,310
Approximately 820 feet upstream of Tranquil Trail.....	*2,392
Maps are available for review at the Town Engineer's Office, P.O. Box 740, Carefree, Arizona.	
El Mirage (city), Maricopa County (FEMA Docket No. 6903)	
Agua Fria River: 2,650 feet upstream of Olive Avenue.....	*1,087
3,120 feet downstream of Bell Road.....	*1,149
Maps are available for review at the City Manager's Office, 14405 Palm Street, El Mirage, Arizona.	
Gila Bend (town), Maricopa County (FEMA Docket No. 6903)	
Gila Bend Canal: Approximately 1,000 feet west of center of intersection of Euclid Avenue and Locke Street.....	*745
Maps are available for review at the Town Hall, 644 West Pima Street, Gila Bend, Arizona.	
Glendale (city), Maricopa County (FEMA Docket No. 6903)	
Agua Fria River: 5,350 feet downstream of Glendale Avenue.....	*1,040
3,200 feet downstream of Glendale Avenue.....	*1,045
New River: 4,750 feet upstream of confluence with Agua Fria River.....	*1,041
At downstream edge of Pinnacle Peak Road.....	*1,308
Skunk Creek: 100 feet downstream of corporate limits north of Paradise Lane.....	*1,213
At upstream edge of 51st Avenue.....	*1,296

Source of flooding and location	#Depth in feet above ground. Elevation in feet (NGVD)
Maps are available for review at the Community Development Department, 5850 West Glendale Avenue, Glendale, Arizona.	
Goodyear (city), Maricopa County (FEMA Docket No. 6903)	
Agua Fria River: 4,200 feet upstream of confluence with Gila River.....	*924
950 feet downstream of Broadway Road.....	*933
Gila River: 560 feet upstream of Reems Road.....	*911
1,280 feet downstream of Dysart Road.....	*927
Maps are available for review at the City Hall, 119 North Litchfield Road, Goodyear, Arizona.	
Maricopa County (unincorporated areas) (FEMA Docket No. 6903)	
Agua Fria River: 4,020 feet west of intersection of Southern Avenue and Dysart Road.....	*924
1,710 feet upstream from the southern boundary of Township 5 North.....	*1,271
Gila River: 560 feet upstream of Reems Road.....	*911
At downstream edge of 115th Avenue.....	*944
New River: At confluence with Agua Fria River.....	*1,030
1,500 feet downstream of New River Dam.....	*1,381
Salt River: At upstream edge of 115th Avenue.....	*944
1,460 feet east along Salt River Indian Reservation Boundary from North Alma School Road.....	*1,207
Skunk Creek: At upstream edge of Pinnacle Peak Road.....	*1,392
4,280 feet upstream of Unnamed Road.....	*2,255
Scatter Wash: At upstream edge of Pinnacle Peak Road, 200 feet west of 7th Avenue.....	*1,455
At intersection of Pinnacle Peak Road and 7th Avenue.....	*1,471
Aguila Farm Channels: At confluence with Grass Wash.....	*2,148
Approximately 1,300 feet north of intersection of 6th Street and State Highway 60/70.....	*2,176
Andora Hills Wash: At confluence with Cave Creek.....	*2,007
Approximately 1,350 feet downstream of Piedra Grande Drive.....	*2,246
Apache Creek (Apache Junction Alluvial Fan): At intersection of Grimson Road and Apache Trail.....	#1
Cave Creek (Above Cave Creek Dam): Approximately 3,850 feet downstream of Carefree Highway.....	*1,833
Approximately 750 feet upstream of Morning Star Road.....	*2,149
East Fork Cave Creek (Above Cave Creek Road): 50 feet upstream of Cave Creek Road.....	*1,453
At Beardsley Road.....	*1,497
Galloway Wash: Confluence with Cave Creek.....	*2,030
Approximately 170 feet downstream of Scopa Trail.....	*2,310
Grapevine Wash: Confluence with Galloway Wash.....	*2,180
Approximately 3,100 feet upstream of Unnamed Road.....	*2,297
Grass Wash: Approximately 1,250 feet downstream of confluence with Aguila Farm Channel.....	*2,147
At 4th Street extended.....	*2,173
Little San Domingo Wash: Approximately 90 feet upstream of U.S. Highway 60/70/89 and State Highway 93.....	*1,962
Approximately 550 feet downstream of Morris-town-New River Highway.....	*2,001
Martinez Wash: Approximately 275 feet upstream of Rincon Road.....	*2,103
At Maricopa-Yavapai County Limits.....	*2,126
Mockingbird Wash: At U.S. Highway 60/70/89 and State Highway 93.....	*1,996
Approximately 440 feet upstream of most upstream Unnamed Road.....	*2,071

The base (100-year) flood elevations are finalized in the communities listed below. Elevations at selected locations in each community are shown. No

Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)
CALIFORNIA					
Lemon Grove (city), San Diego County (FEMA Docket No. 6912)					
<i>Spring Valley Creek:</i>					
Approximately 50 feet upstream of Blossom Lane					*300
At Idica Street					*308
400 feet upstream of Idica Street					*309
Maps are available for inspection at City Hall, 3232 Main Street, Lemon Grove, California. Send comments to Mayor James Dorman, City Hall, 3232 Main Street, Lemon Grove, California 92045.					
Napa (city), Napa County (FEMA Docket No. 6909)					
<i>Napa River:</i>					
Downstream corporate limits, 1.8 miles downstream of State Highway					*7
Just downstream of Imola Avenue					*12
Just upstream of Third Street					*19
Approximately 200 feet upstream of Lincoln Avenue					*25
Approximately 1,000 feet downstream of the confluence with Milliken Creek:					
East of levee					*27
West of levee					*26
Just downstream of Transcas Road (this location was formerly outside of the corporate limits):					
East of levee					*30
West of levee					*28
Maps are available for inspection at the City of Napa Public Works Department, Napa, California 94559.					
Solano County (unincorporated areas) (FEMA Docket No. 6914)					
<i>Sacramento River:</i>					
At Toland Landing					*7
At the upstream corporate limits of the City of Rio Vista					*8
<i>Sacramento River Via Sutter Slough and Miner Slough:</i>					
At Elevator Road extended on Prospect Island (RD 1667)					*15
<i>Steamboat Slough:</i>					
At the southern tip of Ryer Island					*9
Approximately one half mile upstream of State Highway 220 Extended					*13
<i>Sutter Slough:</i>					
At the confluence with Steamboat Slough					*13
At the border with Yolo County					*16
<i>Minor Slough:</i>					
At the southern tip of Prospect Island					*13
At the divergence from Sutter Slough					*15
<i>Yolo Bypass:</i>					
At the confluence with Steamboat Slough					*9
Approximately 1,500 feet south of Liberty Ferry					*13
At the border with Yolo County					*17
Along Liberty Island Road just south of Lindsay Slough on Egbert Tract (RD 536)					*14
At the intersection of Swan Road and Liberty Island Road on Cache Hass Area (RD 2098)					*15
<i>Elk Slough:</i>					
At the intersection of Oxford Road and Jefferson Boulevard on Netherlands Island (RD 899)					*10
<i>Cache Slough:</i>					
At the southern tip of Ryer Island					*9
At the confluence of Sacramento River Deep Water Ship Channel					*13
At the confluence of Hass Slough					*15
<i>Suisun Bay:</i>					
At the eastern limits of the City of Benicia					*6
At the meeting of Grizzly Island Slough Road and Montezuma Slough					*7
At a footbridge south of the Vennink Club on Grizzley Island					*9
Entire Chippis Island					*9
Maps are available for review at the Solano County Department of Public Works, 550 Union Street, Fairfield, California.					
Ocotillo Wash:		Maps are available for review at the Floodplain Management Office, 125 East Washington, Phoenix, Arizona.			
Confluence with Cave Creek	*2,039				
Approximately 900 feet upstream of Lone Mountain Road	*2,244				
Powder House Wash:		Prescott (city), Yavapai County (FEMA Docket No. 6909)			
At Constellation Road	*2,100				
Approximately 1,800 feet upstream of Jeep Trail extended	*2,179	Willow Creek Reservoir Tributary:			
Rowe Wash:		Willow Creek Road	None		
Confluence with Galloway Wash	*2,111	1.0 mile above Willow Creek Road	None		
Approximately 1,650 feet upstream of Echo Canyon Road	*2,315	1.6 miles above Willow Creek Road	None		
Willow Springs Wash:		2.2 miles above Willow Creek Road	None		
Confluence with Cave Creek	*2,057	2.7 miles above Willow Creek Road	None		
Approximately 2,900 feet upstream of Spur Cross Road	*2,188	Willow Creek Tributary:			
Wittman Drainage:		At confluence with Willow Creek	None		
At Atchison, Topeka and Santa Fe Railway	*1,679	0.3 mile above confluence with Willow Creek	None		
Approximately 1,100 feet upstream of Center Street	*1,702	0.41 mile above confluence with Willow Creek	None		
Gila Bend Canal:		Upstream side of Pleasant Valley Road Bridge	None		
At Southern Pacific Railroad Bridge, 1 mile east of Theba	# 2	0.07 mile above Horizon Hills Road	None		
Maps are available for review at the Maricopa County Flood Control District Office, 3355 West Durango, Phoenix, Arizona.		Willow Creek (with levee):			
Mesa (city), Maricopa County (FEMA Docket No. 6903)		Downstream of corporate limits	None		
Salt River:		0.18 mile above Willow Creek Road Bridge	None		
770 feet upstream from a point at the intersection of a line drawn due north from the intersection of Price Road and 1st Street and the Salt River Indian Reservation Boundary	*1,183	Lorraine Drive	None		
1,550 feet east of intersection of East Lehi Road and North Center Street	*1,227	Willow Creek (without levee):			
Maps are available for review at the Building Permit Department, 55 North Center, Mesa, Arizona.		Downstream corporate limits	*5,167		
Peoria (city), Maricopa County (FEMA Docket No. 6903)		0.18 mile above Willow Creek Road Bridge	*5,174		
Agua Fria River:		0.55 mile above Willow Creek Road Bridge	*5,186		
400 feet upstream of Northern Avenue	*1,065	1.55 miles above Willow Creek Road Bridge	*5,226		
4,000 feet upstream of Northern Avenue	*1,076	Upstream corporate limits	*5,243		
New River:		Maps are available for inspection at the City Engineer's Office, 221 South Cortez Street, Prescott, Arizona.			
200 feet downstream of Northern Avenue, west of 99th Avenue	*1,080	Surprise (town), Maricopa County (FEMA Docket No. 6903)			
240 feet downstream of Pinnacle Peak Road	*1,307	Agua Fria River:			
Skunk Creek:		3,120 feet downstream of Bell Road	*1,149		
300 feet upstream of confluence with Arizona Canal	*1,198	4,900 feet east of El Mirage Road at upstream edge of Beardsley Road	*1,194		
100 feet downstream of corporate limits, north of Paradise Lane	*1,213	Maps are available for review at the Maricopa County Flood Control District Office, 3335 West Durango, Phoenix, Arizona.			
Maps are available for review at the Engineering Department, 8320 West Madison, Peoria, Arizona.		Tempe (city), Maricopa County (FEMA Docket No. 6903)			
Phoenix (city), Maricopa County (FEMA Docket No. 6903)		Salt River:			
Now River:		5,070 feet downstream of Southern Pacific Railroad Bridge	*1,146		
800 feet upstream of confluence with Agua Fria River	*1,082	4,650 feet upstream of Hayden Road centerline	*1,162		
At Bethany Home Road, 1,400 feet east of 107th Avenue	*1,044	Maps are available for review at the Pacific Works Department-Engineering Division, 31 East 5th Street, Tempe, Arizona.			
Salt River:		Wickenburg (town), Maricopa County (FEMA Docket No. 6903)			
240 feet upstream of corporate limit due south of intersection of Southern Avenue and 99th Avenue	*959	Powder House Wash:			
At corporate limit due north of intersection of 56th Street and 1st Street	*1,146	Approximately 200 feet north of intersection of Constellation and Burden Roads	*2,050		
Skunk Creek:		Approximately 180 feet upstream of centerline of Constellation Road, approximately 1,400 feet north of intersection of Constellation Road and El Recreo Drive	*2,102		
At upstream edge of 51st Avenue	*1,296	Maps are available for review at the Building Inspector's Office, 120 East Apache, Wickenburg, Arizona.			
400 feet downstream of edge of Happy Valley Road	*1,430	ARKANSAS			
Scatter Wash:		Cherry Valley (city), Cross County (FEMA Docket No. 6914)			
At confluence with Skunk Creek	*1,307	Cooper Creek:			
At intersection of 7th Avenue and Pinnacle Peak Road	*1,471	At downstream corporate limits	*270		
Scatter Wash, North Branch:		Upstream side of Missouri Pacific Railroad	*278		
At confluence with Scatter Wash South Branch	*1,260	Approximately 1,200 feet upstream of confluence of Halk Creek	*266		
350 feet upstream of Skunk Creek Drive	*1,403	Halk Creek:			
Scatter Wash, South Branch:		At confluence with Cooper Creek	*283		
At confluence with Scatter Wash North Branch	*1,280	Approximately 1,100 feet upstream of State Route 42	*286		
50 feet upstream of Williams Drive	*1,415	Maps available for inspection at the City Hall, Cherry Valley, Arkansas.			

Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)
Maps are available for inspection at City Hall, Crouch, Idaho.					
Custer County (FEMA Docket No. 6912)					
<i>Salmon River:</i>					
Due east of the Challis Creek Bridge on U.S. Highway 93.....	*4,837				
Due east of the intersection of Jobe Lane and U.S. Highway 93.....	*4,854				
Due east of the intersection of U.S. Highway 93 and Sportsman's Access Road.....	*4,880				
At confluence with Hannah Slough.....	*4,892				
At confluence with Warm Spring Creek.....	*4,940				
Approximately 2,100 feet upstream of U.S. Highway 93.....	*5,000				
<i>Hannah Slough:</i>					
At confluence with Salmon River.....	*4,892				
Approximately 400 feet downstream of confluence with Garden Creek.....	*4,922				
Maps are available for inspection at the Custer County Courthouse, Main Street, Challis, Idaho.					
Idaho City (city), Boise County (FEMA Docket No. 6912)					
<i>Elk Creek:</i>					
Just upstream of Wall Street.....	*3,904				
Approximately 750 feet upstream of the confluence with Slaughterhouse Gulch.....	*3,921				
<i>Elk Creek Split Flow:</i>					
Approximately 750 feet downstream of Walulla Street.....	*3,885				
Approximately 100 feet upstream of Wall Street.....	*3,896				
Just downstream of Placer Street.....	*3,916				
Maps are available for inspection at City Hall, 611 Main Street, Idaho City, Idaho.					
Nezperce (city), Lewis County (FEMA Docket No. 6914)					
<i>Long Hollow Creek:</i>					
At downstream corporate limits.....	*3,199				
740 feet from downstream corporate limits along Third Avenue.....	*3,201				
At Fifth Avenue.....	*3,203				
At upstream of Eighth Avenue.....	*3,206				
At upstream corporate limits.....	*3,208				
Maps are available for review at City Hall, 502 Fifth Street, Nezperce, Idaho.					
Stites (city), Idaho County (FEMA Docket No. 6914)					
<i>South Fork Clearwater River:</i>					
At northern corporate limits.....	*1,308				
At upstream side of Bridge Street.....	*1,316				
100 feet downstream of southern corporate limits.....	*1,320				
Maps are available for review at City Hall, 113 Main Street, Stites, Idaho.					
ILLINOIS					
Amboy (city), Lee County (FEMA Docket No. 6914)					
<i>Green River:</i>					
About 0.85 mile downstream of South Washington Street.....	*731				
Just upstream of U.S. Route 52.....	*738				
<i>West Tributary:</i>					
At mouth.....	*738				
About 400 feet upstream of Sterling Road.....	*748				
Maps available for inspection at the Zoning Office, City Hall, 227 East Main Street, Amboy, Illinois.					
Dixon (city), Lee County (FEMA Docket No. 6914)					
<i>Rock River:</i>					
About 2,850 feet downstream of confluence of Plum Creek.....	*649				
About 1.2 miles downstream of confluence of Sevenmile Branch.....	*658				
<i>Plum Creek:</i>					
At mouth.....	*650				
Just upstream of Palmyra Avenue.....	*653				
<i>Fargo Creek:</i>					
At mouth.....	*650				
About 340 feet upstream of Eastern Avenue.....	*715				
<i>West Branch Fargo Creek:</i>					
At mouth.....	*659				
Just downstream of Madison Avenue.....	*666				
Just upstream of Monroe Avenue.....	*675				
About 1,300 feet upstream of Monroe Avenue.....	*690				
Maps available for inspection at the Building and Zoning Department, City Hall, 121 West 2nd Street, Dixon, Illinois.					
Evansville (village), Randolph County (FEMA Docket No. 6914)					
<i>Mississippi River:</i> Within community.....					
	*395				
Maps available for inspection at the Village Hall, Evansville, Illinois.					
Lee County (unincorporated areas) (FEMA Docket No. 6914)					
<i>Rock River:</i>					
At western county boundary.....	*641				
At northern county boundary.....	*664				
<i>Green River:</i>					
About 3,700 feet downstream of Rockyford Road.....	*721				
About 1,500 feet upstream of Burlington Northern railroad.....	*743				
<i>Steward Creek:</i>					
Just downstream of Perry Bridge.....	*799				
About 3,600 feet upstream of Steward Bridge.....	*820				
Maps available for inspection at the Lee County Zoning Office, County Courthouse, Dixon, Illinois.					
Nelson (village), Lee County (FEMA Docket No. 6914)					
<i>Nelson Creek:</i>					
About 1,500 feet downstream of Chicago and North Western railroad.....	*644				
Just downstream of Chicago and North Western railroad.....	*647				
Just upstream of Chicago, and North Western railroad.....	*652				
About 1,500 feet upstream of Nelson Road.....	*652				
Maps available for inspection at the Village Hall, Nelson, Illinois.					
Ogle County (unincorporated areas) (FEMA Docket No. 6914)					
<i>Rock River:</i>					
About 1.9 miles downstream of confluence of Pine Creek.....	*659				
At eastern county boundary.....	*692				
<i>Kyte River:</i>					
Just upstream of Flagg Road.....	*764				
At City of Rochelle corporate limits (north of Flagg Road).....	*792				
<i>Stillman Creek:</i>					
At mouth.....	*686				
Just downstream of County Route 4.....	*696				
<i>Kyte River Tributary:</i> Within community.....					
	*772				
<i>Mill Creek:</i>					
At mouth.....	*684				
About 700 feet upstream of Mill Road.....	*691				
<i>Ryley Ditch:</i> Within community.....					
	*789				
Maps available for inspection at the office of the Zoning Administrator, County Courthouse Annex, 106 South 5th Street, Oregon, Illinois.					
South Wilmington (village), Grundy County (FEMA Docket No. 6912)					
<i>East Fork Mazon River:</i>					
About 300 feet downstream of Rice Road.....	*581				
About 900 feet upstream of Rice Road.....	*583				
Maps available for inspection at the Village Hall, Lake Street, South Wilmington, Illinois.					
Sugar Grove (village), Kane County (FEMA Docket No. 6912)					
<i>Welch Creek:</i>					
About 900 feet downstream of Fay's Lane.....	*680				
Just downstream of Burlington Northern railroad.....	*683				
Just upstream of Burlington Northern railroad.....	*692				
Just upstream of Granart Road.....	*693				
<i>Tributary No. 1:</i>					
Just upstream of north-south airport runway.....	*693				
About 3,500 feet upstream of north-south airport runway.....	*697				
<i>Blackberry Creek:</i>					
About 650 feet downstream of Bliss Road.....	*684				
About 750 feet upstream of Bliss Road.....	*687				
Maps available for inspection at the Village Hall, 85 Main Street, Sugar Grove, Illinois.					
Wamac (city), Clinton, Marion, and Washington Counties (FEMA Docket No. 6912)					
<i>Fulton Branch:</i>					
Just upstream of Irvington Road.....	*476				
Just downstream of Illinois Central Gulf Railroad.....	*484				
Just upstream of Illinois Central Gulf Railroad.....	*488				
About 650 feet upstream of Burlington Northern Railroad.....	*493				
<i>Fulton Branch Tributary:</i>					
At confluence with Fulton Branch.....	*477				
Just upstream of Jefferson Avenue.....	*478				
About 650 feet upstream of Jefferson Avenue.....	*496				
Just downstream of Wabash Street.....	*499				
<i>Webster Creek:</i>					
Just upstream of Irvington Road.....	*476				
Just upstream of east bridge of Illinois Central Gulf Railroad.....	*492				
Maps available for inspection at the City Hall, 361 East 17th, Wamac, Illinois.					
INDIANA					
Converse (town), Miami and Grant Counties (FEMA Docket No. 6913)					
<i>Dolin Young Ditch:</i>					
Just upstream of Chessie System Railroad bridge.....	*812				
About 1,000 feet upstream of State Route 18.....	*817				
Maps available for inspection at the Clerk Treasurer's Office, Town Hall, Converse, Indiana.					
KANSAS					
Carbondale (city), Osage County (FEMA Docket No. 6912)					
<i>Bury's Creek:</i>					
About 2,850 feet downstream of Main Street.....	*1,065				
Just downstream of U.S. Highway 75.....	*1,097				
Maps available for inspection at the City Hall, Carbondale, Kansas.					
KENTUCKY					
Johnson County (FEMA Docket No. 6914)					
<i>Levisa Fork:</i>					
At downstream County boundary.....	*598				
At downstream City of Paintsville corporate limits.....	*613				
At upstream City of Paintsville corporate limits.....	*614				
At upstream County boundary.....	*624				
<i>Miller Creek:</i>					
At confluence with Levisa Fork.....	*618				
At upstream side of Miller Creek Road.....	*636				
Approximately 513 feet upstream of Butcher Hollow Road.....	*715				
<i>Paint Creek:</i>					
Approximately 300 feet downstream of Second Street.....	*614				
At upstream side of U.S. Highway 460.....	*614				
At downstream side of Subdivision Road.....	*615				
Approximately 1,100 feet upstream of State Highway 40.....	*620				
<i>Mudlick Creek:</i>					
At confluence with Paint Creek.....	*617				
Approximately 200 feet downstream of Rocky Knob Branch Road.....	*628				

Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)
Approximately 1.3 miles downstream of State Route 139 Bridge	*59	Approximately 0.40 mile northeast of lower parking lot for Reid State Park	#1	About 1.63 miles upstream of Greggs Crossing Road	*813
Downstream side of State Route 139 Bridge	*78	Approximately 1,100 feet south of intersection of Indian Point Road and Loop Road	#1	Maps available for inspection at the Township Supervisor's Home, 512 North Main, Nashville, Michigan.	
Approximately 0.44 mile upstream of State Route 139 Bridge	*84	Maps available for inspection at the Georgetown Office, Bay Point Road, Georgetown, Maine.		Cheboygan (city), Cheboygan County (FEMA Docket No. 6914)	
At confluence of Fowler Brook	*97			<i>Cheboygan River:</i>	
Approximately 1.8 miles upstream of confluence of Fowler Brook	*109	Masardis (town), Aroostook County (FEMA Docket No. 6914)		At mouth	*583
Maps available for inspection at the Town Clerk's Safe, Benton, Maine.		<i>Aroostook River:</i>		Just downstream of Cheboygan Dam	*583
Camden (town), Knox County (FEMA Docket No. 6903)		At downstream corporate limits	*546	Just upstream of Cheboygan Dam	*594
<i>Megunticook River:</i>		At Garfield Road bridge	*548	About 0.7 miles upstream of Lincoln Avenue	*594
Approximately 300 feet downstream of Main Street Bridge	*10	Approximately 0.7 mile upstream of confluence of St. Croix Stream	*553	<i>Lake Huron: Along shoreline</i>	*583
Upstream side of Washington Street Bridge	*36	<i>St. Croix Stream:</i>		Maps available for inspection at the City Hall, 202 Backus Street, Cheboygan, Michigan.	
Upstream side of Knowlton Street Bridge	*59	At confluence of Aroostook River	*552	Memphis (city), St. Clair & Macomb Counties (FEMA Docket No. 6914)	
Downstream side of Rawson Avenue Bridge	*77	Approximately 1.5 miles upstream of confluence of Aroostook River	*557	<i>Belle River:</i>	
Upstream side of Mount Battle Street Bridge	*109	Maps available for inspection at the Town Clerk's Office, Masardis, Maine.		About 1,950 feet downstream of Bordman Road	*696
Upstream side of Molyneux Mill Road Bridge	*129	Mattawamkeag (town), Penobscot County (FEMA Docket No. 6909)		About 2,200 feet upstream of the Memphis Ridge Road	*723
<i>Megunticook Lake: Entire shoreline within community</i>	*145	<i>Penobscot River:</i>		<i>Sage Creek:</i>	
<i>Atlantic Ocean (affecting Penobscot Bay):</i>		At downstream corporate limits	*191	At mouth	*717
Approximately 300 feet downstream of Main Street Bridge	*10	At confluence of Mattawamkeag River	*202	About 2,200 feet upstream of the Belle River Road	*722
Ogier Point	*32	At upstream corporate limits	*240	Maps available for inspection at the City Hall, 35095 Potter Street, Memphis, Michigan.	
Sea Street (extended southeast)	*25	<i>Mattawamkeag River:</i>		Sault Ste. Marie (city), Chippewa County (FEMA Docket No. 6914)	
Harbor Road (extended)	*33	At confluence with Penobscot River	*202	<i>Mission Creek:</i>	
Beacon Street (extended)	*18	Approximately 1.7 miles upstream of Maine Central Railroad Bridge	*212	At mouth	*584
At confluence of Spring Brook	*19	Maps available for inspection at the Town Vault, Mattawamkeag, Maine.		Just upstream of Tenth Avenue	*596
Maps available for inspection at the Planning Board, Camden, Maine.		Passadumkeag (town), Penobscot County (FEMA Docket No. 6903)		<i>Mission Creek Tributary:</i>	
Cherryfield (town), Washington County (FEMA Docket No. 6912)		<i>Penobscot River:</i>		At mouth	*591
<i>Narraguagus River:</i>		At downstream corporate limits	*134	About 500 feet upstream of Shunk Road	*599
Approximately 450 feet upstream of downstream corporate limits	*11	At confluence of Passadumkeag River	*142	<i>Ashmun Creek:</i>	
State Route 186	*31	At upstream corporate limits	*147	At mouth	*605
Maine Central Railroad	*55	<i>Passadumkeag River:</i>		About 0.6 mile upstream of Easterday Avenue	*637
Approximately 1.1 miles upstream of Maine Central Railroad	*67	At confluence with Penobscot River	*142	<i>Edison Sault Power Canal: Within community</i>	*605
Maps available for inspection at the Town Clerk's Vault, Cherryfield, Maine.		Approximately 50 feet upstream of Gould Ridge Road	*142	<i>St. Mary's River:</i>	
Durham (town), Androscoggin County (FEMA Docket No. 6909)		Maps available for inspection at the Planning Board, Passadumkeag, Maine.		About 3.8 miles downstream of Interstate 75	*584
<i>Androscoggin River:</i>		Rome (town), Kennebec County (FEMA Docket No. 6903)		Just downstream of Soo Locks Tailgate	*585
200 feet upstream of downstream corporate limits	*81	<i>Long Pond: Entire shoreline within community</i>	*242	Just upstream Soo Locks Tailgate	*605
100 feet upstream of Worumbo Mill Dam	*108	<i>Great Pond: Entire shoreline within community</i>	*249	About 5.8 miles upstream of Interstate 75	*605
250 feet downstream of confluence of Dyer Brook	*122	Maps available for inspection at the Town Hall, Rome Corners, Maine.		Maps available for inspection at the City Hall, 325 Court Street, Sault Ste. Marie, Michigan.	
500 feet downstream of upstream corporate limits	*127	Southport (town), Lincoln County (FEMA Docket No. 6914)		Vernon (village), Shiawassee County (FEMA Docket No. 6914)	
Maps available for inspection at the New Town Offices, Durham, Maine.		<i>Atlantic Ocean:</i>		<i>Shiawassee River:</i>	
Georgetown (town), Sagadahoc County (FEMA Docket No. 6914)		At State Route 27 crossing of Townsend Gut	*10	Just downstream of State Highway 71	*761
<i>Atlantic Ocean:</i>		At Cape Newagen	*15	Just upstream of confluence of Holly Drain	*763
At Ocean Avenue (extended)	*10	Approximately 800 feet north of Cape Newagen	*23	<i>Holly Drain:</i>	
At Indian Point	*14	Approximately 1.9 miles north of Cape Newagen	*26	At mouth	*762
At Todds Point	*15	<i>Shallow Flood (caused by Atlantic Ocean):</i> Approximately 800 feet northeast of intersection of State Routes 27 and 238	#1	About 500 feet upstream of Leaver Street	*765
At southern tip of Long Island	*18	<i>Sheepscoot Bay:</i>		Maps available for inspection at the Village Hall, 120 East Main Street, Vernon, Michigan.	
At Kennebec Point	*19	At Dry Ledge	*10	MINNESOTA	
At Outer Head	*29	On west side of Pratts Island	*20	Renville County (unincorporated areas) (FEMA Docket No. 6913)	
At Bay Point	*29	At Mollys Head	*21	<i>Minnesota River:</i>	
<i>Kennebec River:</i>		<i>Shallow Flooding (Sheepscoot Bay):</i> At eastern side of Cedarbush Island	#1	About 4.6 miles downstream of confluence of Three Mile Creek	*818
Approximately 1,600 feet west of intersection of Bay Point Road and Sagadahoc Bay Road	*10	Maps available for inspection at the Town Clerk's Office, West Southport, Maine.		About 5.2 miles upstream of confluence of Hawk Creek	*881
At West Georgetown Hill	*10	MICHIGAN		Maps available for inspection at the County Auditor's Office, County Building, 500 East DePue, Oliva, Minnesota.	
<i>Sasanoa River:</i>		Castleton (township), Barry County (FEMA Docket No. 6917)		MISSISSIPPI	
At Soldier Point	*10	<i>Thornapple River:</i>		Aberdeen (city), Monroe County (FEMA Docket No. 6914)	
At northern tip of Bareneck Island	*11	About 3,800 feet downstream of confluence of High Bank Creek	*803	<i>City Ditch:</i>	
<i>Sheepscoot River:</i>				About 2,400 feet downstream of Illinois Central Gulf Railroad	*194
At Gotts Cove	*10			Just upstream of Long Street	*215
Approximately 0.50 mile south of Northeast Point	*14				
At southern tip of Mink Island	*18				
<i>Sheet Flow (caused by Atlantic Ocean):</i>					
Approximately 900 feet north of Indian Point	#1				

Source of flooding and location	# Depth in feet above ground. *Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. *Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. *Elevation in feet (NGVD)
<i>Old Tombigbee River:</i>		Just upstream of drop structure.....	*239	<i>Ramsey Creek:</i>	
At mouth at Tombigbee River.....	*194	About 0.57 mile upstream of State Highway 25.....	*242	About 1,300 feet downstream of Old Highway 61.....	*353
At confluence of Mattubby Creek.....	*194	<i>Upper Burketts Creek:</i>		At confluence of Ilmo Branch.....	*355
<i>Mattubby Creek:</i>		About 1,800 feet downstream of Phillips School Road.....	*242	<i>Ilmo Branch:</i>	
At confluence with Old Tombigbee River.....	*194	Just upstream of Mississippian Railway.....	*245	At confluence with Ramsey Creek.....	*355
About 3.5 miles upstream of Meridian Street.....	*202	<i>City Ditch:</i>		Just downstream of East First Street.....	*371
Maps available for inspection at the City Hall, Aberdeen, Mississippi.		At mouth.....	*193	<i>Ilmo Tributary:</i>	
Amory (city), Monroe County (FEMA Docket No. 6914)		About .75 miles downstream of Illinois Central Gulf Railroad.....	*193	At mouth.....	*361
<i>Roundhouse Branch:</i> About 1,500 feet downstream of 109th Street.....	*222	Maps available for inspection at County Courthouse, Aberdeen, Mississippi.		Just downstream of State Street.....	*372
<i>Burketts Creek:</i>		Smithville (town), Monroe County (FEMA Docket No. 6914)		MONTANA	
About 600 feet downstream of State Highway 25.....	*219	<i>Tennessee-Tombigbee Canal:</i> Within community.....	*249	Wibaux (town), Wibaux County (FEMA Docket No. 6912)	
Just upstream of Boulevard Drive.....	*238	Maps available for inspection at the City Hall, Smithville, Mississippi.		<i>Beaver Creek:</i>	
<i>Burketts Creek Tributary No. 1:</i>		MISSOURI		Approximately 1,500 feet downstream of Interstate Highway 94.....	*2,640
At confluence with Burketts Creek.....	*238	Cape Girardeau County (FEMA Docket No. 6906)		Approximately 200 feet downstream of Interstate Highway 94.....	*2,644
Just upstream of Tschudi Street.....	*255	<i>Mississippi River:</i>		Approximately 200 feet upstream of Interstate Highway 94.....	*2,650
<i>Burketts Creek Diversion Channel:</i>		Downstream County boundary.....	*351	Approximately 150 feet downstream of State Highway 7.....	*2,652
Just upstream of drop structure.....	*239	Upstream side of State Route 146.....	*356	Approximately 4,600 feet upstream of State Highway 7 (approximately 100 feet downstream of southernmost corporate limits).....	*2,657
About 0.56 mile upstream of State Highway 25.....	*242	Upstream County boundary.....	*370	Maps are available for inspection at the Town Clerk's Office, 112 S. Wibaux Street, Wibaux, Montana.	
<i>Upper Burketts Creek:</i>		<i>Apple Creek:</i>		Wibaux County (FEMA Docket No. 6912)	
About 1,800 feet downstream of Phillips School Road.....	*242	Approximately 2.7 miles downstream of U.S. Route 61.....	*388	<i>Beaver Creek:</i>	
About 1,350 feet upstream of Mississippian Railway.....	*246	Downstream corporate limits of Town of Appleton.....	*399	Approximately 2.4 miles downstream of Interstate Highway 94.....	*2,603
Maps available for inspection at the City Hall, Amory, Mississippi.		Upstream corporate limits of Town of Appleton.....	*403	Approximately 200 feet downstream of Interstate Highway 94.....	*2,644
Long Beach (city), Harrison County (FEMA Docket No. 6914)		Approximately 1.7 miles upstream of U.S. Route 61.....	*410	Approximately 200 feet upstream of Interstate Highway 94.....	*2,650
<i>Canal No. 1:</i>		<i>Byrd Creek:</i>		Approximately 4,600 feet upstream of State Highway 7 (approximately 100 feet downstream of southernmost corporate limits of the Town of Wibaux).....	*2,657
About 800 feet downstream of Beattline Road.....	*19	Approximately 1.5 miles downstream of State Route 72.....	*399	Approximately 400 feet downstream of State Highway 7 (approximately 4,000 feet from southernmost corporate limits of the Town of Wibaux along State Highway 7).....	*2,669
About 0.7 mile upstream of Commission Road.....	*22	Approximately 100 feet upstream of State Route 72.....	*407	Maps are available for inspection at the Office of the County Clerk and Recorder, Wibaux County Courthouse, 200 S. Wibaux Street, Wibaux, Montana.	
<i>Canal No. 3:</i>		Approximately 1,000 feet upstream of County Route 468.....	*418	NEW HAMPSHIRE	
Just downstream of Epsy Avenue.....	*15	<i>Cape La Croix Creek:</i>		Alton (town), Belknap County (FEMA Docket No. 6903)	
Just downstream of 28th Street.....	*22	Approximately 0.5 mile downstream of State Route W.....	*391	<i>Lake Winnepesaukee:</i> Entire shoreline within community.....	*506
Maps available for inspection at the City Hall, Long Beach, Mississippi.		Most upstream corporate limits of City of Cape Girardeau.....	*417	Maps available for inspection at the Office of the Planning Board, Alton, New Hampshire.	
Monroe County (unincorporated areas) (FEMA Docket No. 6914)		Approximately 0.4 mile upstream of most upstream corporate limits of City of Cape Girardeau.....	*426	Canaan (town), Grafton County (FEMA Docket No. 6906)	
<i>Tombigbee River:</i>		<i>Hubble Creek:</i>		<i>Mascoma River:</i>	
At county boundary.....	*186	Approximately 0.2 mile upstream of State Route Z.....	*379	At downstream corporate limits.....	*806
About 3.7 miles upstream of confluence of Boquegaba Creek.....	*241	Upstream side of County Route 324.....	*395	Intersection of South Road and U.S. Route 4.....	*810
<i>Tennessee-Tombigbee Canal:</i>		Confluence of Goose Creek.....	*401	Downstream side of Boston and Maine Railroad (2nd upstream crossing).....	*811
At confluence with Tombigbee River.....	*208	Upstream side of Missouri Pacific Railroad bridge.....	*404	At Boston and Maine Railroad (3rd upstream crossing).....	*826
Just downstream of Lock A.....	*209	Approximately 0.4 mile upstream of confluence of Rocky Branch.....	*411	At Boston and Maine Railroad (4th upstream crossing).....	*841
Just upstream of Lock A.....	*222	<i>Goose Creek:</i>		At U.S. Route 4 (3rd upstream crossing).....	*871
Just downstream of Lock B.....	*223	Confluence with Hubble Creek.....	*401	Approximately 0.8 mile upstream from U.S. Route 4 (3rd upstream crossing).....	*873
Just upstream of Lock B.....	*248	Approximately 1.0 mile upstream of confluence with Hubble Creek.....	*416	Appleblossom Road extended to river bank.....	*875
At county boundary.....	*249	<i>Rocky Branch:</i>		Approximately 0.5 mile south on Switch Road from intersection of Switch Road and Canaan Center Hill Road.....	*881
<i>Old Tombigbee River:</i> Within community.....	*194	Confluence with Hubble Creek.....	*405	Downstream side of Grafton Turnpike Road.....	*923
<i>Mattubby Creek:</i>		Upstream side of State Route PP.....	*410	Downstream side of River Road.....	*961
At confluence with Old Tombigbee River.....	*194	Downstream corporate limits of City of Jackson.....	*412	Approximately 0.4 mile upstream of Lashua Road.....	*977
About 3.5 miles upstream of Meridian Street.....	*202	<i>Williams Creek:</i>			
<i>Weaver Creek:</i>		Approximately 800 feet downstream of State Route K.....	*383		
At mouth.....	*207	Upstream side of County Route 316.....	*398		
Just downstream of County Highway 617.....	*272	Approximately 300 feet upstream of U.S. Route 61.....	*422		
<i>James Creek Tributary No. 1:</i>		Approximately 300 feet upstream of Interstate Route 55.....	*443		
Just upstream Thayer Road.....	*210	Approximately 200 feet upstream of County Route 616.....	*490		
Just downstream of State Highway 25.....	*211	Maps available for inspection at the County Planning and Zoning Office, Cape Girardeau County Courthouse, Jackson, Missouri.			
Just upstream of State Highway 25.....	*217	Scott City (city), Scott County (FEMA Docket No. 6914)			
Just upstream of Central Drive.....	*234	<i>Ramsey Creek Diversion Channel:</i> Within community.....	*353		
<i>James Creek Tributary No. 2:</i>					
Just upstream of Illinois Central Gulf Railroad.....	*200				
About 850 feet upstream of Hamilton Street.....	*217				
<i>Roundhouse Branch:</i>					
About 1,500 feet downstream of 109th Street.....	*222				
At divergence from Burketts Creek Tributary No. 1.....	*244				
<i>Town Creek:</i>					
At mouth.....	*213				
About 1.0 mile upstream of U.S. Highway 45.....	*236				
<i>Burketts Creek:</i>					
About 600 feet downstream of State Highway 25.....	*219				
Just upstream of Boulevard Drive.....	*238				
<i>Burketts Creek Tributary No. 1:</i>					
At confluence with Burketts Creek.....	*238				
Just upstream of Tschudi Street.....	*254				
<i>Burketts Creek Diversion Channel:</i>					

Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)
<i>Indian River:</i>		Hopkinton (town), Merrimack County (FEMA Docket No. 6903)		Maps available for inspection at the City Hall, 200 Church Street, Socorro, New Mexico.	
At confluence with Mascoma River	*870	<i>Contoocook River:</i>		NEW YORK	
Upstream side of Gristmill Hill Road	*935	At upstream side of Penacook Road	*359	Annville (town), Oneida County (FEMA Docket No. 6914)	
Upstream side of U.S. Route 4 (3rd upstream crossing)	*947	At confluence of Warner River	*361	<i>East Branch Fish Creek:</i>	
Upstream side of Orange Road	*954	At upstream side of Hydroelectric Dam	*362	At confluence with Fish Creek	*406
Approximately 1 mile upstream of Orange Road	*956	At confluence of Cressy Brook	*366	Approximately 0.5 mile upstream of Palmer Road	*628
At upstream side of Lary Road	*984	Approximately 240 feet downstream of Rowell Covered bridge	*368	<i>Furnace Creek:</i>	
Approximately 1,450 feet downstream of State Route 118 (3rd upstream crossing)	*1,090	Upstream side of Hoague Sprague Dam	*383	At confluence with East Branch Fish Creek	*504
Upstream side of State Route 118 (3rd upstream crossing)	*1,110	<i>Warner River:</i>		Approximately 0.5 mile upstream crossing of Glenmore Road	*607
At upstream corporate limits	*1,124	At confluence with Contoocook River	*362	<i>Fish Creek:</i>	
<i>Goose Pond Brook:</i>		At upstream corporate limits	*363	At downstream corporate limits	*402
At confluence with Mascoma River	*808	<i>Blackwater River:</i>		At confluence with West Branch Fish Creek	*408
Approximately 170 feet upstream of 2nd upstream crossing of Goose Pond Road	*811	At confluence with Contoocook River	*360	<i>West Branch Fish Creek:</i>	
<i>Orange Brook:</i>		At upstream corporate limits	*360	Approximately 550 feet downstream of confluence with Fish Creek	*406
At confluence with Indian River	*948	Maps available for inspection at the Selectmen's Office, Town Hall, Hopkinton, New Hampshire.		Approximately 1.6 miles upstream of McConnellsville Road	*463
Approximately 0.8 mile upstream of confluence with Indian River	*980	NEW MEXICO		Maps available for inspection at the Town Vault, Maine Street, Taberg, New York.	
Maps available for inspection at the Selectmen's Office, Canaan, New Hampshire.		Silver City (town), Grant County (FEMA Docket No. 6917)		Kingston (town), Ulster County (FEMA Docket No. 6914)	
Enfield (town), Grafton County (FEMA Docket No. 6903)		<i>San Vicente Arroyo:</i>		<i>Saw Kill:</i>	
<i>Mascoma River:</i>		Approximately 0.5 mile upstream of confluence of Maude's Creek	*5,620	At downstream corporate limits	*162
At confluence with Mascoma Lake	*754	Approximately 100 feet upstream of Broken Arrow Drive	*5,664	Approximately 140 feet downstream of County Highway 30	*179
Upstream side of Boston and Maine Railroad	*803	Approximately 0.5 mile downstream of downstream corporate limits	*5,736	Approximately 1,760 feet upstream of County Highway 30	*191
At upstream corporate limits	*806	At downstream corporate limits	*5,759	Approximately 1,600 feet downstream of Powder Mill Road	*218
<i>Lovejoy Brook:</i>		At State Route 99	*5,833	Approximately 950 feet upstream of Powder Mill Road	*237
Confluence with Mascoma River	*804	At confluence of Silva Creek & Pinos Altos Creek	*5,894	Approximately 1,660 feet downstream of corporate limits	*247
At Lovejoy Brook Road	*808	<i>Pinos Altos Creek:</i>		At upstream corporate limits	*262
At upstream corporate limits	*808	At confluence with San Vicente Arroyo	*5,894	Maps available for inspection at the Town Hall, Sawkill Road, R.D. # 2, Kingston, New York.	
<i>Knox River:</i>		Approximately 1,280 feet upstream of 32nd Street	*5,986	Owasco (town), Cayuga County (FEMA Docket No. 6914)	
Confluence with Mascoma Lake	*754	<i>Tributary 7 to Pinos Altos Creek:</i>	*6,048	<i>Sucker Brook:</i>	
Upstream side of State Route 4A	*844	At confluence with Pinos Altos Creek	*5,952	Confluence with Owasco Lake	*718
Approximately 0.5 mile upstream of State Route 4A	*883	Downstream side of Kimberly Road	*5,988	Approximately 680 feet upstream of State Route 38 A	*718
Maps available for inspection at the Town Clerk's Office, Town Hall, Enfield, New Hampshire.		<i>Silva Creek:</i>		Approximately 1,200 feet upstream of State Route 38 A	*725
Farmington (town), Strafford County (FEMA Docket No. 6909)		At confluence with San Vicente Arroyo	*5,894	Approximately 0.5 mile upstream of State Route 38 A	*733
<i>Cocheco River:</i>		At upstream corporate limits	*5,940	<i>Dutch Hollow Brook:</i>	
At downstream corporate limits	*236	Approximately 0.9 mile upstream of upstream corporate limits	*5,990	At confluence with Owasco Lake	*718
At Watson's Cross Road	*256	<i>Maude's Creek:</i>		Downstream side of State Route 38 A	*724
Approximately 0.6 mile upstream of confluence of Ela River	*314	Approximately 1.6 miles upstream of confluence with San Vicente Arroyo	*5,695	Approximately 0.4 mile upstream of State Route 38 A	*744
<i>Mad River:</i>		Approximately 2.9 miles upstream of confluence with San Vicente Arroyo	*5,770	<i>Owasco Outlet:</i>	
Confluence with Cocheco River	*278	At confluence of Tributary 1 to Maude's Creek	*5,655	At downstream corporate limits	*695
At State Route 11	*319	Approximately 0.7 mile downstream of corporate limits	*5,927	Upstream side of State dam	*716
Approximately 0.4 mile upstream of State Route 11	*360	At corporate limits	*5,996	At confluence with Owasco Lake	*718
Approximately 0.3 mile downstream of New River Road	*395	Approximately 765 feet upstream of U.S. Route 160	*6,015	<i>Owasco Lake: Entire shoreline within corporate limits.</i>	
At downstream side of New River Road	*435	<i>Tributary 1 to Maude's Creek:</i>	*6,044	Maps available for inspection at the Owasco Town Hall, Two Bristol Avenue, Auburn, New York.	
Approximately 0.4 mile upstream of New River Road	*483	At confluence with Maude's Creek	*5,855	Ticonderoga (town), Essex County (FEMA Docket No. 6917)	
Approximately 0.7 mile upstream of New River Road	*515	Downstream side of Pinon Lane	*5,910	<i>Lake Champlain: Entire shoreline within community.</i>	
Upstream side of Hornetown Road	*573	At downstream corporate limits	*6,007	Maps available for inspection at the Ticonderoga Town Office, Town Clerk's Office, Ticonderoga, New York.	
<i>Ela River:</i>		Approximately 980 feet upstream of corporate limits	*6,044	Vernon (village), Oneida County (FEMA Docket No. 6914)	
At approximately 0.7 mile upstream of the confluence with Cocheco River	*310	<i>Tributary 2 to Maude's Creek:</i>	*5,958	<i>Scanondoa Creek:</i>	
Approximately 0.5 mile downstream of Spring Street	*336	Approximately 4.5 miles upstream of confluence with Maude's Creek	*5,961	Downstream corporate limits	*591
At upstream side of Spring Street	*365	At most downstream corporate limit	*6,044	Upstream corporate limits	*648
At upstream corporate limits	*384	Approximately 600 feet upstream of U.S. Route 160	*6,044	NEW YORK	
<i>Dames Brook:</i>		Maps available for inspection at the City Hall, 101 West Broadway, Silver City, New Mexico.		Socorro (City), Socorro County (FEMA Docket No. 6914)	
At confluence with Cocheco River	*261	<i>Rio Grande River:</i>		At downstream corporate limits (extended)	
Approximately 170 feet upstream of Elm Street	*266	At downstream corporate limits (extended)	*4,585	Approximately 1,350 feet upstream of most upstream corporate limits	
<i>Kicking Horse Brook:</i>		Approximately 1,350 feet upstream of most upstream corporate limits	*4,599		
At confluence with Dames Brook	*266				
At downstream side of Winter Street	*277				
Approximately 40 feet upstream of Glen Street	*325				
Approximately 96 feet upstream of Charles Street	*380				
Maps available for inspection at c/o Planning Board, Town Hall, Farmington, New Hampshire.					

Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)
Maps available for inspection at the Village Hall, Vernon, New York.		Approximately 300 feet upstream of 8th Street.....	*1,276	100 feet upstream of U.S. Highway 99 West (Pacific Highway).....	*181
NORTH CAROLINA		Upstream side of Beck Street.....	*1,289	Maps are available for review at City Hall, 151 West Main Street, Monmouth, Oregon.	
Louisburg (town), Franklin County (FEMA Docket No. 6912)		Approximately 300 feet upstream of North First Avenue.....	*1,299	Polk County (unincorporated areas) (FEMA Docket No. 6914)	
<i>Tar River:</i>		<i>Gypsum Creek:</i>		<i>Willamette River:</i>	
About 900 feet downstream of confluence of Sycamore Creek.....	*196	At downstream corporate limits.....	*1,274	Approximately 13,900 feet downstream of the confluence of Glenn Creek.....	*123
About 1.2 miles upstream of North Main Street.....	*207	At upstream corporate limits.....	*1,289	Approximately 6,800 feet upstream of the Southern Pacific Railroad Bridge.....	*144
Maps available for inspection at the Town Hall, 110 West Nash Street, Louisburg, North Carolina.		<i>Sand Creek School Tributary:</i>		Approximately 4,000 feet upstream of the confluence of Rickreall Creek.....	*148
Southern Pines (town), Moore County (FEMA Docket No. 6912)		Approximately 2,300 feet upstream of downstream corporate limits.....	*1,253	Approximately 3,400 feet downstream of the confluence of Ash Creek.....	*157
<i>McDoeds Creek:</i>		Approximately 250 feet upstream of State Routes 8 and 58.....	*1,272	Approximately 3,320 feet upstream of South River Road.....	*160
About 1,845 feet downstream of Old Connecticut Avenue.....	*369	Approximately 1,500 feet upstream of State Routes 8 and 58.....	*1,275	At confluence of Santiam River.....	*183
About 625 feet upstream of Old Connecticut Avenue.....	*393	<i>Sand Creek:</i>		Approximately 13,700 feet of Santiam River.....	*189
Maps available for inspection at the Town Hall, Southern Pines, North Carolina.		At most downstream corporate limits.....	*1,264	<i>South Yamhill River:</i>	
NORTH DAKOTA		Approximately 200 feet upstream of U.S. Route 60.....	*1,277	Approximately 2.3 miles downstream of Bellevue Ballston Road Bridge.....	*155
Tioga (city), Williams County (FEMA Docket No. 6912)		At most upstream corporate limits.....	*1,302	Approximately 1.28 miles upstream of Bellevue Ballston Road Bridge.....	*168
<i>Main Tributary:</i>		<i>Sand Creek Park Tributary:</i>		Approximately 0.58 mile downstream of the condemned steel bridge.....	*224
Approximately 475 feet upstream of the Burlington Northern Railroad.....	*2,197	At downstream corporate limits.....	*1,264	Approximately 0.22 mile downstream of State Highway 2 (Wallace Bridge).....	*239
Approximately 1,400 feet downstream of North Dakota State Highway 40.....	*2,226	Upstream side of Twelfth Avenue.....	*1,276	100 feet upstream of Gold Creek Road.....	*269
Just downstream of Main Street.....	*2,242	Approximately 75 feet upstream of U.S. Route 60.....	*1,299	Approximately 0.29 mile upstream of the confluence of Agency Creek.....	*341
Just upstream of County Road at western corporate limits.....	*2,257	Approximately 100 feet upstream of Atchison Topeka and Santa Fe Railway.....	*1,302	<i>Rickreall Creek:</i>	
Approximately 300 feet downstream of Tioga Dam.....	*2,272	At most upstream corporate limits.....	*1,332	700 feet downstream of the crossing of the Southern Pacific Railroad.....	*148
<i>South Main Tributary:</i>		Maps available for inspection at the City Hall, 206 East Broadway, Fairview, Oklahoma.		100 feet upstream of Bowersville Road.....	*235
Approximately 370 feet upstream of confluence with Main Tributary.....	*2,230	OREGON		300 feet upstream of Fir Villa Road.....	*263
Just downstream of Main Street.....	*2,240	Dallas (city), Polk County (FEMA Docket No. 6914)		50 feet downstream of Ellendale Road.....	*393
Approximately 1,890 feet upstream of the county road paralleling the western corporate limits.....	*2,268	<i>Rickreall Creek:</i>		At U.S. Geological Survey Gage No. 14-1907.00 (Approximately 1.9 miles upstream of Ellendale Road).....	*483
<i>North Burlington Northern Railroad Ditch:</i>		Approximately 1,100 feet downstream of Fir Villa Road.....	*258	<i>Ash Creek:</i>	
At convergence with Main Tributary.....	*2,263	200 feet downstream of Lavons Street.....	*312	Approximately 2,000 feet downstream of Gun Club Road.....	*162
Approximately 170 feet downstream of divergence with Main Tributary.....	*2,270	Approximately 7,800 feet downstream of Ellendale Road.....	*349	At confluence of North Fork Ash Creek and Middle Fork Ash Creek.....	*174
<i>North Tributary:</i>		<i>North Fork Ash Creek:</i>		<i>South Fork Ash Creek:</i>	
At confluence with Main Tributary.....	*2,236	Approximately 1,800 feet downstream of Godsey Road.....	*273	Just upstream of Helmic Road.....	*191
Just upstream of 3rd Street.....	*2,237	20 feet upstream of Holman Street.....	*300	400 feet upstream of Monmouth Highway (State Highway 51).....	*198
Just upstream of Signal Street.....	*2,248	Approximately 2,100 feet upstream of Main Street.....	*321	<i>North Fork Ash Creek (at Monmouth):</i>	
<i>North Channel:</i>		<i>North Fork Tributary:</i>		At confluence with Ash Creek and Middle Fork Ash Creek.....	*174
At confluence with Main Tributary.....	*2,236	Approximately 1,050 feet downstream of Godsey Road.....	*279	10 feet downstream of Hoffman Road.....	*178
Just upstream of 4th Street.....	*2,237	400 feet upstream of Monmouth Cutoff Highway.....	*297	<i>North Fork Ash Creek (at Dallas):</i>	
Just downstream of Signal Street.....	*2,241	Maps are available for review at City Hall, Main Street, Dallas, Oregon.		Approximately 1,800 feet downstream of Godsey Road.....	*273
Maps available for inspection at the City Auditor's Office, City Hall, 12 N.E. First Street, Tioga, North Dakota.		Independence (city), Polk County (FEMA Docket No. 6914)		10 feet upstream of Kings Valley Highway.....	*338
OHIO		<i>Willamette River:</i>		<i>Middle Fork Ash Creek:</i>	
Crooksville (village), Perry County (FEMA Docket No. 6912)		Approximately 3,400 feet downstream of the confluence of Ash Creek.....	*157	At confluence with Ash Creek and North Fork Ash Creek.....	*174
<i>Moxahala Creek:</i>		200 feet downstream of South River Road.....	*159	Approximately 1,950 feet upstream of Riddell Road.....	*190
About 1.0 mile downstream of Main Street.....	*746	<i>Ash Creek:</i>		<i>North Fork Tributary:</i>	
About 0.9 mile upstream of Industrial Drive.....	*755	100 feet upstream of Main Street (State Highway 51).....	*159	Approximately 1,000 feet upstream of confluence with North Fork Ash Creek.....	*274
<i>Moxahala Creek Overflow Baseline:</i>		Approximately 2,400 feet upstream of Gun Club Road.....	*168	500 feet downstream of Godsey Road.....	*282
About 1,020 feet downstream of China Street.....	*749	<i>South Fork Ash Creek:</i>		Maps are available for review at the Polk County Courthouse, 850 Main Street, Dallas, Oregon.	
Just downstream of Main Street.....	*752	At confluence with Ash Creek.....	*160	PENNSYLVANIA	
Maps available for inspection at the Municipal Building, 22 China Street, Crooksville, Ohio.		20 feet upstream of F Street.....	*165	Bushkill (township), Northampton County (FEMA Docket No. 6912)	
OKLAHOMA		Maps are available for review at City Hall, Independence, Oregon.		<i>Bushkill Creek:</i>	
Fairview (city), Major County (FEMA Docket No. 6912)		Monmouth (city), Polk County (FEMA Docket No. 6914)		At downstream corporate limits.....	*398
<i>Lost Creek:</i>		<i>Ash Creek:</i>		Approximately 250 feet upstream of Legislative Route 48040 (Henry Road).....	*420
At downstream corporate limits.....	*1,258	850 feet downstream of Sewage Lagoon Road.....	*170	Approximately 2,100 feet downstream of Township Road 597 (Aluta Mill Road).....	*485
Upstream side of U.S. Route 60, State Route 8.....	*1,278	At confluence of North Fork Ash Creek and Middle Fork Ash Creek.....	*174	Approximately 450 feet downstream of Hahn Road.....	*560
At most upstream corporate limits.....	*1,306	<i>North Fork Ash Creek:</i> At confluence with Ash Creek and Middle Fork Ash Creek.....	*174	At upstream corporate limits.....	*620
<i>Lost Creek Tributary:</i>		<i>Middle Fork Ash Creek:</i>		Maps available for inspection at 1114 Bushkill Center Road, Nazareth, Pennsylvania.	
At confluence with Lost Creek.....	*1,266	At confluence with Ash Creek and North Fork Ash Creek.....	*174		
		Approximately 2,000 feet upstream of U.S. Highway 99 West (Pacific Highway).....	*183		
		<i>Middle Fork Tributary:</i>			
		At confluence with Middle Fork Ash Creek.....	*177		

Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)
Center (township), Snyder County (FEMA Docket No. 6912)		East Franklin (township), Armstrong County (FEMA Docket No. 6914)		Kiskiminetas (township), Armstrong County (FEMA Docket No. 6914)	
<i>Penns Creek:</i>		<i>Allegheny River:</i>		<i>Kiskiminetas River:</i>	
Approximately 1.8 miles downstream of State Route 104.....	*509	Approximately 0.5 mile downstream of U.S. Route 422 and State Route 28 Bridge.....	*793	Most downstream corporate limits.....	*792
At confluence of Dry Run.....	*519	Downstream side of Lock and Dam No. 7.....	*795	Confluence with Roaring Run.....	*811
Approximately 100 feet downstream of State Route 104.....	*521	Upstream of Lock and Dam No. 7.....	*798	Confluence with Long Run.....	*826
Approximately 0.4 mile upstream of State Route 104.....	*525	At confluence of Limestone Run.....	*802	Approximately 0.9 mile upstream of State Road 56.....	*832
Maps available for inspection at the Township Secretary's residence, R.D. 1, Box 129, Middleburg, Pennsylvania.		At CSX Transport.....	*804	Maps available for inspection at the Township Building, Apollo, Pennsylvania.	
		Approximately 1.7 miles upstream of CSX Transport.....	*806		
		Maps available for inspection at the Municipal Building, R.D. #3, Kittanning, Pennsylvania.			
Conewago (township), Adams County (FEMA Docket No. 6912)		Freedom (township), Adams County (FEMA Docket No. 6914)		Lamar (township), Clinton County (FEMA Docket No. 6912)	
<i>South Branch Conewago Creek:</i>		<i>Middle Creek:</i>		<i>Fishing Creek:</i>	
At downstream corporate limits.....	*509	At downstream corporate limits.....	*430	At downstream corporate limits.....	*595
Approximately 40 feet downstream of L.R. 01005.....	*517	Upstream side of U.S. Route 15.....	*460	Upstream side of 2nd upstream crossing of U.S. Route 220.....	*607
Approximately 90 feet downstream of State Route 116.....	*524	Approximately 1,000 feet upstream of L.R. 01052.....	*488	Upstream side of first upstream crossing of LR 18007.....	*615
<i>Plum Creek:</i>		<i>Marsh Creek:</i>		Upstream side of second upstream crossing of LR 18007.....	*624
Approximately 0.81 mile downstream of State Route 116.....	*520	Approximately 0.65 mile upstream of U.S. Route 15.....	*433	Approximately 0.6 mile upstream of second upstream crossing of LR 18007.....	*633
Approximately 0.28 mile downstream of State Route 116.....	*526	Approximately 40 feet upstream of U.S. Business Route 15.....	*446	Approximately 0.5 mile downstream of third upstream crossing of LR 18007.....	*642
Approximately 1,000 feet upstream of State Route 116.....	*533	Approximately 0.4 mile upstream of T-327.....	*460	Upstream side of third upstream crossing of LR 18007.....	*652
Maps available for inspection at the Township Building, 350 Third Street, Hanover, Pennsylvania.		At upstream corporate limits.....	*478	Upstream side of LR 18030 (Main Street).....	*670
		Maps available for inspection with the Township Engineer, Gettysburg Engineer Company, 40 East High Street, Gettysburg, Pennsylvania 17325.		Downstream side of Rag Valley Road.....	*678
				At upstream corporate limits.....	*692
				<i>Long Run:</i>	
Cranberry (township), Venango County (FEMA Docket No. 6914)		Gilpin (township), Armstrong County (FEMA Docket No. 6914)		At confluence with Fishing Creek.....	*603
<i>Sage Run:</i>		<i>Allegheny River:</i>		Downstream side of first upstream crossing of State Route 477 (Ridge Road).....	*608
At downstream corporate limits.....	*1,020	At confluence of Kiskiminetas River.....	*772	Approximately 100 feet downstream of second upstream crossing of State Route 477 (Ridge Road).....	*618
Downstream side of U.S. Route 62 second upstream crossing.....	*1,070	Upstream side of Lock and Dam No. 5.....	*776	Downstream side of T-362 (Wetzel Road).....	*644
Upstream side of U.S. Route 62 fifth upstream crossing.....	*1,150	At Danley Island.....	*778	Approximately 0.6 mile upstream of T-362 (Wetzel Road).....	*670
Upstream side of U.S. Route 62 seventh upstream crossing.....	*1,237	Approximately 5.3 miles upstream of Lock and Dam No. 5.....	*780	Maps available for inspection at the Township Building, Rote, Pennsylvania.	
Upstream side of U.S. Route 62 ninth upstream crossing.....	*1,261	<i>Kiskiminetas River:</i>			
<i>Allegheny River:</i>		At confluence with Allegheny River.....	*772		
At downstream corporate limits.....	*961	Approximately 1.3 miles upstream of confluence of Elder Run.....	*775		
Upstream side of U.S. Route 322 Bridge.....	*976	At confluence with Guffy Run.....	*781	Lehigh (township), Wayne County (FEMA Docket No. 6912)	
Upstream side of CONRAIL bridge.....	*997	Maps available for inspection at the Township Building, Leechburg, Pennsylvania.		<i>Goldsboro Lake Tributary:</i>	
Approximately 4.3 miles upstream of CONRAIL bridge.....	*1,006			At confluence with Lehigh River.....	*1,885
<i>Lower Twomile Run:</i>		Hartley (township), Union County (FEMA Docket No. 6912)		Approximately .5 mile upstream of Main Street (State Route 507).....	*1,890
At confluence with Allegheny River.....	*971	<i>Penns Creek:</i>		At CONRAIL bridge.....	*1,894
Approximately 75 feet upstream of Deep Hollow Road second crossing.....	*1,041	At downstream corporate limits.....	*571	<i>Lehigh River:</i>	
Maps available for inspection at the Township Building, Route 257, Seneca, Pennsylvania.		Approximately 1 mile upstream of downstream corporate limits.....	*585	Phillips Road.....	*1,814
		Downstream side of Ranch Road.....	*594	Approximately 2,000 feet upstream of Phillips Road.....	*1,829
Dawson (borough), Fayette County (FEMA Docket No. 6912)		Downstream side of State Route 235.....	*604	Approximately .7 mile upstream of Phillips Road..	*1,843
<i>Youghiogheny River:</i>		Downstream side of Thomas Road Dam.....	*660	Downstream side of downstream dam.....	*1,873
Approximately 0.36 mile downstream of State Route 819 bridge.....	*851	Upstream side of Weikert Lane.....	*731	Upstream side of Fourth Street (T-303).....	*1,980
Approximately 0.7 mile upstream of State Route 819 bridge.....	*854	Approximately .9 mile upstream of Weikert Lane..	*751	At confluence of Goldsboro Lake Tributary.....	*1,885
Maps available for inspection at the Borough Building, Dawson, Pennsylvania.		Approximately 2 miles upstream of Weikert Lane.....	*786	Maps available for inspection at the Lehigh Municipal Building, Goldsboro, Pennsylvania.	
		Approximately 3.2 miles upstream of Weikert Lane.....	*812		
Dreher (township), Wayne County (FEMA Docket No. 6912)		Approximately .8 mile downstream of upstream corporate limits.....	*835	Limestone (township), Union County (FEMA Docket No. 6912)	
<i>Wallenpaupack Creek:</i>		At upstream corporate limits.....	*854	<i>Penns Creek:</i>	
Approximately 1.9 miles downstream of State Route 507.....	*1,278	Approximately 400 feet upstream of upstream corporate limits.....	*857	Approximately 400' downstream of downstream corporate limits.....	*489
Downstream side of Mountain View Road.....	*1,339	<i>Laurel Run:</i>		At downstream corporate limits.....	*491
Approximately .8 mile downstream of Pine Grove Road.....	*1,410	Confluence with Penns Creek.....	*597	Approximately 200' upstream of State Route 204.....	*495
Downstream side of Pine Grove Road.....	*1,467	Upstream side of T-307.....	*633	At confluence of Sweitzers Run.....	*504
Approximately 1.7 miles upstream of Pine Grove Road.....	*1,596	Upstream side of LR 59003.....	*699	Approximately 1.1 miles downstream of State Route 104.....	*515
Maps available for inspection at the Township Building Newfoundland, Pennsylvania.		Downstream side of State Route 235.....	*720	Approximately .4 mile upstream of State Route 104.....	*525
		Approximately .4 mile upstream of State Route 235.....	*753	Approximately 0.9 mile upstream of State Route 104.....	*530
		Maps available for inspection at the Hartley Community Center, Laurelton, Pennsylvania.		At upstream corporate limits.....	*543
				Maps available for inspection at the Township Meeting Hall, R.D. 3, Mifflinburg, Pennsylvania.	

Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)
Tyrone (township), Perry County (FEMA Docket No. 6912)		Valley Creek:		McMinnville (city), Warren County (FEMA Docket No. 6912)	
<i>Laurel Run:</i>		At mouth.....	*1,185	<i>Barren Fork:</i>	
Approximately 1,600 feet downstream of L.R. 50010.....	*533	About 0.53 mile upstream of Norfolk Southern Railway.....	*1,229	About 1.6 miles downstream of Beersheba Street.....	*887
Upstream side of L.R. 50010.....	*541	<i>Davis Creek:</i>		About 1,600 feet downstream of the confluence of Hickory Creek.....	*914
Approximately 1,700 feet upstream of L.R. 50010.....	*549	At western county boundary.....	*1,040	<i>Pepper Creek:</i>	
<i>Muddy Run:</i>		About 0.55 mile upstream of State Route 63.....	*1,263	At mouth.....	*899
Approximately 1,155 feet downstream of State Routes 274 and 850.....	*571	<i>Cawood Branch:</i>		Just downstream of South Chancery Street.....	*899
Upstream side of State Routes 274 and 850.....	*578	At mouth.....	*1,095	Just upstream of South Chancery Street.....	*910
Downstream side of L.R. 50010.....	*579	About 0.7 mile upstream of Dunn Lane.....	*1,170	About 0.4 mile upstream of South Chancery Street.....	*911
Maps available for inspection at the Township Municipal Building, Route 274, Landsburg, Pennsylvania.		Maps available for inspection at the County Executive's Office, County Courthouse, Tazewell, Tennessee.		Maps available for inspection at the Blue Municipal Building, West Colville Street, McMinnville, Tennessee.	
West Pennsboro (township), Cumberland County (FEMA Docket No. 6912)		Clifton (city), Wayne County (FEMA Docket No. 6912)		Pikeville (city), Bledsoe County (FEMA Docket No. 6917)	
<i>Conodoguinet Creek:</i>		<i>Tennessee River:</i>		<i>Sequatchie River:</i>	
At downstream corporate limits.....	*438	About 157.1 miles upstream of mouth.....	*390	About 3,800 feet downstream of State Route 30.....	*819
Approximately 500 feet downstream of McCallister Road.....	*446	About 159.2 miles upstream of mouth.....	*391	About 3,600 feet upstream of State Route 30.....	*825
Upstream side of Interstate Route 76.....	*470	Maps available for inspection at the City Hall, Clifton, Tennessee.		<i>Tributary No. 1:</i>	
Approximately 1,400 feet upstream of upstream corporate limits.....	*482	Dunlap (city), Sequatchie County (FEMA Docket No. 6913)		Just upstream of William Howard Taft Highway.....	*810
Maps available for inspection at the Township Building, 2130 Newville Road, Carlisle, Pennsylvania.		<i>Sequatchie River:</i>		Just downstream of Alvin York Highway.....	*813
		Just upstream of Rankin Avenue.....	*690	<i>Tributary No. 2:</i>	
		At confluence of Big Brush Creek.....	*702	About 850 feet downstream of William Howard Taft Highway.....	*829
		<i>Big Brush Creek:</i>		About 1,925 feet upstream of Rockford Road.....	*888
		At mouth.....	*702	<i>Tributary No. 3:</i>	
		Just downstream of Elliott Road.....	*784	About 800 feet downstream of William Howard Taft Highway.....	*829
		<i>Little Brush Creek:</i>		About 700 feet upstream of Little's Circle.....	*851
		At mouth.....	*728	Maps available for inspection at the City Hall, Pikeville, Tennessee.	
		About 550 feet upstream of Old State Route 8.....	*824	Red Boiling Springs (city), Macon County (FEMA Docket No. 6914)	
		<i>Coops Creek:</i>		<i>Salt Lick Creek:</i>	
		At mouth.....	*698	About 1,900 feet downstream of North Main Street.....	*762
		About 850 feet upstream of Mountain View Road.....	*837	About 1,700 feet upstream of Market Street.....	*778
		<i>Cordell Lane Branch:</i>		<i>Salt Lick Creek Tributary:</i>	
		At mouth.....	*711	At mouth.....	*774
		About 1,200 feet upstream of Jones Drive.....	*746	About 550 feet upstream of Market Street.....	*795
		Maps available for inspection at the City Hall, Dunlap, Tennessee.		<i>McClure Hollow:</i>	
		Henning (town), Lauderdale County (FEMA Docket No. 6912)		Just downstream of Market Street.....	*772
		<i>Henning Creek:</i>		About 1,000 feet upstream of Sunset Drive.....	*791
		About 3,200 feet downstream of McFarlin Avenue.....	*284	Maps available for inspection at the City Hall, Red Boiling Springs, Tennessee.	
		About 860 feet upstream of Henning Bethlehem Road.....	*295	Viola (town), Warren County (FEMA Docket No. 6912)	
		Maps available for inspection at the City Hall, Henning, Tennessee.		<i>Hickory Creek:</i>	
		Manchester (city), Coffee County (FEMA Docket No. 6912)		About 0.4 mile downstream of Mount Zion Road.....	*993
		<i>Duck River:</i>		About 0.3 mile upstream of Mount Zion Road.....	*998
		About 0.1 mile downstream of U.S. Route 41.....	*899	Maps available for inspection at the City Hall, Viola, Tennessee.	
		Just downstream of Morton Dam.....	*1,001	Warren County (unincorporated areas) (FEMA Docket No. 6912)	
		Just upstream of Morton Dam.....	*1,010	<i>Barren Fork:</i>	
		About 400 feet upstream of Interstate 24.....	*1,013	At mouth.....	*875
		<i>Little Duck River:</i>		About 2,400 feet upstream of confluence of Caney Branch.....	*957
		About 0.75 mile downstream of U.S. Route 41.....	*975	<i>Pepper Creek:</i>	
		At confluence of Hunt Creek.....	*1,048	At mouth.....	*899
		<i>Grindstone Hollow Creek:</i>		Just downstream of South Chancery Street.....	*899
		About 420 feet upstream of mouth.....	*978	Just upstream of South Chancery Street.....	*910
		Just downstream of Louisville and Nashville railroad.....	*1,029	About 0.4 mile upstream of South Chancery Street.....	*911
		Just upstream of Louisville and Nashville railroad.....	*1,039	<i>Hickory Creek:</i>	
		Just downstream of Louisville and Nashville railroad.....	*1,055	At mouth.....	*914
		<i>Hickory Flat Creek:</i>		About 0.9 mile upstream of confluence of Little Hickory Creek.....	*1,006
		At mouth.....	*1,042	<i>Hills Creek:</i>	
		About 400 feet upstream of Expressway Drive.....	*1,056	At mouth.....	*893
		<i>Hunt Creek:</i>		At the confluence of Dry Creek.....	*914
		At confluence with Little Duck River.....	*1,048	<i>Charles Creek:</i>	
		About 0.6 mile upstream of Skinner Flat Road.....	*1,056	At mouth.....	*863
		<i>Wolf Creek:</i>		Just downstream of State Route 56.....	*894
		At confluence with Little Duck River.....	*1,011	<i>Collins River:</i>	
		About 1.2 miles upstream of Brushy Branch Road.....	*1,043		
		Maps available for inspection at the City Hall, 200 West Fort Street, Manchester, Tennessee.			
SOUTH CAROLINA					
Hampton (town), Hampton County (FEMA Docket No. 6914)					
<i>Coosawhatchie River Tributary:</i>					
At downstream corporate limits.....	*86				
Approximately 150 feet downstream of State Route 363.....	*93				
Just downstream of State Route 316.....	*99				
At upstream corporate limits.....	*101				
<i>Sanders Branch:</i>					
At downstream corporate limits.....	*62				
Approximately 2,000 feet upstream of downstream corporate limits.....	*63				
Maps available for inspection at the Town Hall, 608 First Street, Hampton, South Carolina.					
TENNESSEE					
Brownsville (city), Haywood County (FEMA Docket No. 6912)					
<i>Sugar Creek:</i>					
About 0.88 mile downstream of Sugar Creek Road.....	*296				
About 1,000 feet upstream of State Route 76 Bypass.....	*360				
<i>Sugar Creek Laterals:</i>					
At mouth.....	*335				
Just downstream of County Road.....	*369				
<i>Buck's Creek:</i>					
At mouth.....	*320				
Just downstream of Key Corner Road.....	*340				
<i>Buck's Creek Laterals:</i>					
At mouth.....	*326				
Just downstream of Key Corner Road.....	*346				
<i>Little Nixon Creek:</i>					
Just upstream of Allen King Road.....	*319				
Just downstream of Louisville and Nashville Railroad.....	*366				
<i>Little Nixon Creek Laterals:</i>					
At mouth.....	*340				
Just downstream of Louisville and Nashville Railroad.....	*371				
Maps available for inspection at the City Hall, Brownsville, Tennessee.					
Claborn County (unincorporated areas) (FEMA Docket No. 6914)					
<i>Clear Fork:</i>					
At western county boundary.....	*1,085				
At northern state boundary.....	*1,262				
<i>Straight Creek:</i>					
At mouth.....	*1,108				
Just downstream of Straight Creek Road.....	*1,119				

Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)
About 1,200 feet downstream of confluence of Charles Creek	*862	Approximately 0.51 mile downstream of Sage Hill Road	*1,210	Upstream side of second downstream crossing of county road	*2,142
Just downstream of North Shellsford Road	*885	Approximately 0.77 mile upstream of Sage Hill Road	*1,381	At confluence of Hogwallow Branch	*2,162
<i>Dry Creek:</i>		Upstream side of the most downstream crossing of Town Highway 30	*1,502	Upstream side of third downstream crossing of U.S. Route 19	*2,184
At mouth	*914	Approximately 520 feet upstream of the most upstream crossing of Town Highway 30	*1,548	Approximately 0.24 mile upstream of most upstream crossing of U.S. Route 19	*2,256
Just downstream of Hills Creek Road	*1,009	Maps available for inspection at the Town Clerk's Office, Town Office, Jamaica, Vermont.		<i>Lick Creek:</i>	
Maps available for inspection at the County Courthouse, McMinnville, Tennessee.				At confluence with Clinch River	*1,471
VERMONT		VIRGINIA		Upstream side of second upstream crossing of Clinchfield Railroad	*1,496
Barnet (town), Caledonia County (FEMA Docket No. 6909)		Abingdon (town), Washington County (FEMA Docket No. 6912)		Approximately 0.08 mile upstream of State Route 63	*1,640
<i>Connecticut River:</i>		<i>Wolf Creek:</i>		<i>Big Cedar Creek:</i>	
Approximately 2,400 feet downstream of McIndoes Dam	*433	Downstream corporate limits	*2,000	Approximately 0.48 mile downstream of U.S. Route 19	*1,884
Upstream side of McIndoes Dam	*466	Approximately 300 feet downstream of Colonial Road	*2,002	Approximately 0.85 mile upstream of footbridge	*1,965
At confluence of Passumpsic River	*470	Upstream corporate limits	*2,008	<i>Clinch River:</i>	
Approximately 240 feet downstream of Commerford Dam	*484	<i>Town Creek:</i>		Approximately 0.14 mile downstream of downstream St. Paul corporate limits	*1,463
Approximately 1.1 miles upstream of Commerford Dam	*659	Downstream corporate limits	*1,996	At upstream St. Paul corporate limits	*1,469
<i>Passumpsic River:</i>		Approximately 250 feet downstream of East Main Street	*2,042	Approximately 0.41 mile upstream of confluence with Lick Creek	*1,473
At confluence with Connecticut River	*470	Upstream corporate limits	*2,061	<i>Lewis Creek:</i>	
Upstream side of East Barnet Dam	*497	Maps available for inspection at the Municipal Building, Abingdon, Virginia.		Approximately 0.09 mile downstream of State Route 653	*1,794
Approximately 300 feet downstream of Passumpsic Dam	*513	Damascus (town), Washington County (FEMA Docket No. 6912)		At upstream Honaker corporate limits	*1,823
Approximately 925 feet upstream of Passumpsic Dam	*534	<i>Beaver Dam Creek:</i>		At State Route 624	*1,844
<i>Stevens River:</i>		Upstream corporate limits	*1,985	<i>Swords Creek:</i>	
At confluence with Connecticut River	*468	Upstream side of Water Street	*1,940	At most downstream crossing of Norfolk and Western Railway	*1,861
Approximately 100 feet upstream of State Route 8	*557	At confluence with Laurel Creek	*1,917	Upstream side of State Route 622	*1,929
Approximately 450 feet upstream of Town Highway 56	*648	<i>Laurel Creek:</i>		Approximately 140 feet downstream of Robinson Run	*2,059
Approximately 70 feet upstream of Mill Dam	*745	At upstream corporate limits	*1,960	Maps available for inspection at the County Courthouse, Lebanon, Virginia.	
Approximately 150 feet upstream of State Route 1	*768	Upstream side of Old Mill Dam	*1,924	St. Paul (town), Wise and Russell Counties (FEMA Docket No. 6914)	
Upstream side of Harvey Lake Dam	*895	Downstream corporate limits	*1,879	<i>Lick Creek:</i>	
Maps available for inspection at the Town Clerk's Office, Town Office, Barnet, Vermont 05821.		Maps available for inspection at the Municipal Building, Damascus, Virginia.		At confluence with Clinch River	*1,471
Jamaica (town), Windham County (FEMA Docket No. 6906)		Glade Spring (town), Washington County (FEMA Docket No. 6912)		Approximately 265 feet upstream of upstream corporate limits	*1,481
<i>West River:</i>		<i>Tributary to Hutton Creek:</i>		<i>Clinch River:</i>	
At downstream corporate limits	*536	At downstream corporate limits	*2,061	Approximately 1,900 feet upstream of downstream corporate limits along cut-off portion of channel	*1,464
At the confluence of Turkey Mountain Brook	*560	Approximately 100 feet upstream of Norfolk and Western Railway	*2,100	Approximately 3,000 feet upstream of Clinchfield Railway along cut-off portion of channel	*1,464
Approximately 60 feet upstream of French Bridge	*589	At Norfolk and Western Railway	*2,108	Maps available for inspection at the Municipal Building, Russell Street, St. Paul, Virginia.	
Approximately 1.14 miles upstream of French Bridge	*630	Maps available for inspection at the Town Hall, 213 East Main Street, Glade Spring, Virginia.		Washington County (unincorporated areas) (FEMA Docket No. 6914)	
Approximately 275 feet upstream of the confluence of Ball Mountain Brook	*659	Honaker (town), Russell County (FEMA Docket No. 6914)		<i>Wolf Creek:</i>	
<i>West River Auxiliary Channel:</i>		<i>Lewis Creek:</i>		Approximately 0.4 mile downstream of confluence of Town Creek	*1,900
At the confluence with West River	*588	At downstream corporate limits	*1,815	Upstream side of the most upstream portion of State Highway 794	*1,992
At the divergence from West River	*654	At upstream corporate limits	*1,823	Upstream side of State Highway 682	*2,019
<i>Winhall River:</i>		Maps available for inspection at the Municipal Building, Honaker, Virginia.		Approximately 1,270 feet upstream of U.S. Highway 19	*2,052
At the most downstream corporate limits	*1,051	Lancaster County (FEMA Docket No. 6912)		<i>Town Creek:</i>	
At the confluence of Mill Brook	*1,116	<i>Chesapeake Bay:</i>		Confluence with Wolf Creek	*1,935
Approximately 100 feet upstream of the downstream crossing of Vermont Route 30	*1,174	Shoreline at State Route 646 (extended)	*10	Upstream side of second upstream crossing of State Highway 670	*1,988
At the most upstream corporate limits	*1,250	Intersection of State Route 643 and State Route 703	*7	Downstream side of State Highway 699	*2,063
<i>Wardsboro Brook:</i>		State Route 695 at Windmill Point Creek (Bridge)	*8	<i>Laurel Creek:</i>	
At the confluence with West River	*547	<i>Rappahannock River:</i>		Approximately 211 feet upstream of confluence with South Fork Holston River	*1,825
Approximately 0.6 mile upstream of the confluence with West River	*607	Shoreline at State Route 3 bridge (Norris Bridge)	*10	Downstream side of the most upstream State Highway 91	*2,001
Upstream side of the downstream crossing of Vermont Route 100	*681	Shoreline at West Point	*7	<i>Greenway Creek:</i>	
Approximately 0.88 mile downstream of the upstream crossing of Vermont Route 100	*817	Approximately 200 feet south of intersection of State Route 626 and State Route 627	*7	Approximately 400 feet downstream of State Highway 706	*1,822
At the upstream corporate limits	*923	Shoreline at Curletts Point	*7	Downstream side of U.S. Highway 11	*2,016
<i>Ball Mountain Brook:</i>		Maps available for inspection at the Zoning Office, County Courthouse, Lancaster, Virginia.		<i>Tributary to Hutton Creek:</i>	
At the confluence with West River	*658	Russell County (unincorporated areas) (FEMA Docket No. 6912)		Upstream side of Norfolk and Western Railway	*2,037
Approximately 120 feet upstream of the crossing of Vermont Routes 30 and 100	*731	<i>Indian Creek:</i>		Approximately 1 mile upstream of the Norfolk and Western Railway	*2,061
At the upstream side of the most downstream crossing of State Aid Highway 1 (Pikes Falls Road)	*835	Approximately 0.14 mile downstream of first downstream crossing of U.S. Route 19	*2,121	<i>Beaverdam Creek:</i>	
At the upstream side of the most upstream crossing of State Aid Highway 1 (Pikes Falls Road)	*1,014			Approximately 0.84 mile downstream of the confluence with Belvins Branch	*1,953
Approximately 0.93 mile upstream of most upstream crossing of State Aid Highway 1 (Pikes Falls Road)	*1,131			Approximately 1,200 feet downstream of the confluence with Belvins Branch	*1,985

Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)	Source of flooding and location	# Depth in feet above ground. Elevation in feet (NGVD)
Monongah (town), Marion County (FEMA Docket No. 6912)		Worthington (town), Marion County (FEMA Docket No. 6912)		Approximately 1,500 feet downstream of Interstate Highway 25.....	*4,676
<i>West Fork River:</i>		<i>West Fork River:</i>		<i>North Platte River (near Glenrock):</i>	
Downstream corporate limits.....	*885	At downstream corporate limits.....	*897	Approximately 1.2 miles downstream of State Highway 95.....	*4,967
Upstream corporate limits.....	*888	At upstream corporate limits.....	*898	Approximately 100 feet downstream of State Highway 95.....	*4,973
Maps available for inspection at the Town Hall, Monongah, West Virginia.		Maps available for inspection at the City Hall, 274 Main Street, Worthington, West Virginia.		Maps are available for review at the Converse County Planning Office, County Courthouse, 107 North Fifth, Douglas, Wyoming.	
Pax (town), Fayette County (FEMA Docket No. 6914)		WISCONSIN		Ranchester (town), Sheridan County (FEMA Docket No. 6914)	
<i>Paint Creek:</i>		Manawa (city), Waupaca County (FEMA Docket No. 6914)		<i>Tongue River:</i>	
At downstream corporate limits.....	*1,626	<i>Little Wolf River:</i>		Approximately 1.2 miles downstream of Wolf Creek County Road.....	*3,742
At upstream corporate limits.....	*1,631	About 1.2 miles downstream of Bridge Street.....	*808	Approximately 900 feet downstream of Wolf Creek County Road.....	*3,759
Maps available for inspection at the City Hall, Pax, West Virginia.		Just downstream of Manawa Dam.....	*809	Approximately 1,800 feet upstream of the confluence with Five Mile Creek.....	*3,766
Rivesville (town), Marion County (FEMA Docket No. 6914)		Just upstream of Manawa Dam.....	*815	Maps are available for review at the Town Clerk's Office, 145 Coffeen Street, Ranchester, Wyoming.	
<i>Monongahela River:</i>		About 0.5 mile upstream of Manawa Dam.....	*815		
Downstream corporate limits.....	*867	Maps available for inspection at the City Hall, 590 Clark Street, Manawa, Wisconsin.			
Upstream corporate limits.....	*868	Marion (city), Waupaca County (FEMA Docket No. 6914)			
Entire shoreline of Paw Paw Creek within community.....	*868	<i>North Branch Pigeon River:</i>			
Maps available for inspection at the Town Hall, Rivesville, West Virginia.		About 1.0 mile downstream of Parkview Avenue... Just downstream of Main Street.....	*832 *841		
Shinnston (city), Harrison County (FEMA Docket No. 6914)		<i>Marion Pond:</i> Along shoreline.....	*854		
<i>West Fork River:</i>		Maps available for inspection at the City Hall, 402 North Main Street, Marion, Wisconsin.			
Downstream corporate limits.....	*906	WYOMING			
Upstream corporate limits.....	*912	Converse County (unincorporated areas) (FEMA Docket No. 6914)			
<i>Shins Run:</i> Entire length of Shins Run within the community.....	*911	<i>North Platte River (near Orin):</i>			
Maps available for inspection at the City Hall, 43 Bridge Street, Shinnston, West Virginia.		Approximately 600 feet downstream of State Highway 319.....	*4,668		

Harold T. Duryee,
Administrator, Federal Insurance Administration.
 Issued: January 25, 1988.
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Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF AGRICULTURE

Commodity Credit Corporation

7 CFR Part 1421

Standards for Approval of Warehouses for Grain, Rice, Dry Edible Beans, and Seed; Reopening of Comment Period

AGENCY: Commodity Credit Corporation, USDA.

ACTION: Notice of reopening comment period.

SUMMARY: On October 8, 1987, the Commodity Credit Corporation ("CCC") published in the *Federal Register* a proposed rule with respect to warehouse bonding requirements. The proposed rule provided for a comment period ending January 8, 1988 (52 FR 37619). In response to requests received, CCC determined that the comment period should be reopened for an extended period.

DATE: The comment period for the proposed rule which was published on October 8, 1987 at FR 37619 is reopened to February 12, 1988.

FOR FURTHER INFORMATION CONTACT: Steven Closson, Chief, Storage Contract Branch, Warehouse Division, USDA, Room 5962-South Building, P.O. Box 2415, Washington, DC 20013, (202) 447-5647.

Signed at Washington, DC, on January 27, 1988.

Milton Hertz,
Executive Vice President, Commodity Credit Corporation.

[FR Doc. 88-2018 Filed 1-29-88; 8:45 am]

BILLING CODE 3410-05-M

Animal and Plant Health Inspection Service

9 CFR Part 51

[Docket No. 87-100]

Federal Indemnity Payments for Brucellosis Reactor Cattle and Bison

AGENCY: Animal and Plant Health Inspection Service, USDA.

ACTION: Proposed rule.

SUMMARY: We propose to phase out federal indemnity payments for reactor cattle and bison destroyed because of brucellosis. This would involve reducing indemnity amounts in Fiscal Year 1988 and again in Fiscal Year 1989; we would pay no federal indemnity for brucellosis reactor cattle and bison after Fiscal Year 1989. Rates of destruction of reactor animals in recent years have been the same in states offering and not offering federal indemnity. Once an incentive for owners to slaughter reactor animals, this federal indemnity is no longer a decisive factor in brucellosis eradication. We therefore propose to cease federal indemnity payments for brucellosis reactor cattle and bison, so that we may allocate these federal funds for more effective use within the brucellosis eradication program.

DATE: Consideration will be given only to comments postmarked or received on or before April 1, 1988.

ADDRESS: Send an original and two copies of written comments to Steven B. Farbman, Assistant Director, Regulatory Coordination, APHIS, USDA, Room 728, Federal Building, 6505 Belcrest Road, Hyattsville, MD 20782. Please state that your comments refer to Docket No. 87-100. Comments received may be inspected in Room 728 of the Federal Building between 8 a.m. and 4:30 p.m., Monday through Friday, except holidays.

FOR FURTHER INFORMATION CONTACT: Dr. H.E. Metcalf, Senior Staff Veterinarian, Program Planning Staff, VS, APHIS, USDA, Room 841, Federal Building, 6505 Belcrest Road, Hyattsville, MD 20782, 301-436-8713.

SUPPLEMENTARY INFORMATION:

Background

The regulations on animals destroyed because of brucellosis in 9 CFR Part 51 (referred to below as the regulations) authorize payment of federal indemnity to certain owners of brucellosis reactor and brucellosis exposed cattle and bison. The payment of this federal indemnity originated as an incentive to encourage participation in brucellosis eradication efforts.

With brucellosis reactors having only slaughter value in today's market, compensating reactors' owners is no longer necessary. Unlike the owners of brucellosis exposed animals, the owners of confirmed reactors have few options other than to dispose of them. For us to continue offering them an incentive to take action they are likely to take without this federal indemnity would reduce the amount available for allocations to brucellosis eradication program areas more directly dependent on our funding for their success—such as the program for depopulating herds of brucellosis exposed cattle or bison.

We are therefore proposing to phase out federal indemnity payments for brucellosis reactor cattle and bison. Our proposal, which would authorize no more of these payments after Fiscal Year 1989, has the support of the United States Animal Health Association (USAHA). Industry representatives and state and federal animal health officials constitute the membership of USAHA; in their annual report for 1983, they recommended phasing out federal indemnity payments at a rate of 20 percent each year, with all payments ending by the end of the decade. Recent statistics support this proposed action: The number of animals infected with brucellosis, destroyed because they are reactors, has been dropping at a rate fluctuating between 11 and 20 percent each year since 1981. This has been the case in all states, including those that have discontinued Federal indemnity payments, giving us reason to believe that the success of the national brucellosis eradication program does not depend on compensating owners who destroy brucellosis reactor cattle or bison.

We propose to reduce federal indemnity payments for reactors during fiscal years 1988 and 1989, at a rate of 20 percent of the current indemnity each year before payments cease in Fiscal Year 1990. We prefer this phasing down of federal indemnity payments to a more abrupt cessation, to enable states interested in continuing to compensate owners of reactors to make appropriate allocations in their annual budgets.

Executive Order 12291 and Regulatory Flexibility Act

We are issuing this proposed rule in conformance with Executive Order 12291, and we have determined that it is not a "major rule." Based on information compiled by the Department, we have determined that this proposed rule would have an effect on the economy of less than \$100 million; would not cause a major increase in costs or prices for consumers, individuals, industries, federal, state, or local government agencies or geographic regions; and would not cause a significant adverse effect on competition, employment, investment, productivity, innovation, or the ability of United States-based enterprises to compete with foreign-based enterprises in domestic or export markets.

The economic effect of the proposed change would be minimal. Since Fiscal Year 1975, when Texas discontinued paying federal indemnity, owners of brucellosis reactor cattle and bison have been destroying those animals at approximately the same rate, whether or not federal indemnity has been available. In Fiscal Year 1987, the number of brucellosis reactors continued to drop in the high incidence states of Arkansas, Texas, and Louisiana as it did in other states, although the three named states offer no federal indemnity. Accordingly, there is no evidence that continuing payment of federal indemnity has any effect on the sale of brucellosis reactors for slaughter or the elimination of reactor herds. Owners of brucellosis reactors have little to gain by keeping those animals, which have slaughter value only. Begun as an incentive for owners to participate in the brucellosis eradication program, the federal indemnity for reactor cattle and bison destroyed because of brucellosis no longer serves that purpose. Recent statistics indicate that the owners of brucellosis reactors do not decide to participate in the brucellosis eradication program on the basis of our offer of federal indemnity.

The ratio of herd owners to herds in the United States is approximately one-to-one. The total number of herds, in Fiscal Year 1987, was 1,479,849. Of that number, 4,752 were found to contain

brucellosis reactors. Almost half of those—2,024 reactor herds—were found in Arkansas, Texas, and Louisiana, the three states offering no federal indemnity to owners. If every eligible owner of a brucellosis reactor decided to claim the federal indemnity, fewer than 2,728 owners, would have been affected. With the brucellosis eradication program reducing the number of brucellosis reactors each year, we expect the number of owners of reactors to be similarly reduced; the availability of federal indemnity affects fewer herd owners each year. This means that, at most, less than .002 percent, or 2,728 of the 1,479,849 herd owners in the United States, might be affected by our proposed discontinuation of federal indemnity payments if it were effective immediately. Considering the two-year phase-out proposed, and the continuing success of the brucellosis eradication program, we expect the actual number of herd owners affected by our proposal to be under 2,728. Furthermore, a herd containing even one brucellosis reactor is considered a reactor herd; the average percentage of reactor animals within a reactor herd is less than six percent.

Under these circumstances, the Administrator of the Animal and Plant Health Inspection Service has determined that the proposed rule would not have a significant economic impact on a substantial number of small entities.

Paperwork Reduction Act

This proposed rule contains no information collection or recordkeeping requirements under the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*)

Executive Order 12372

This program/activity is listed in the Catalog of Federal Domestic Assistance under No. 10.025 and is subject to the provisions of Executive Order 12372, which requires intergovernmental consultation with state and local officials. (See 7 CFR Part 3015, Subpart V.)

List of Subjects in 9 CFR Part 51

Animal diseases, Bison, Brucellosis, Cattle, Hogs, Indemnity payments.

Accordingly, we propose to amend 9 CFR Part 51 as follows:

PART 51—ANIMALS DESTROYED BECAUSE OF BRUCELLOSIS

1. The authority citation would continue to read as follows:

Authority: 21 U.S.C. 111-113, 114, 114a, 114a-1, 120, 121, 125, 134b; 7 CFR 2.17, 2.51, and 371.2(d).

2. In § 51.3, paragraph (a)(1) would be revised to read as follows:

§ 51.3 Payment to owners for animals destroyed.

(a) * * *

(1) *Brucellosis reactor cattle and bison.* The Administrator may, through Fiscal Year 1989, continue to authorize³ payment of federal indemnity to owners of cattle or bison destroyed as brucellosis reactors. The maximum federal indemnity paid in Fiscal Year 1988 will not exceed \$200 for registered cattle nor \$40 for nonregistered cattle or bison, with the following exceptions: This figure for nonregistered dairy cattle will not exceed \$200; and, in Alaska, Hawaii, Puerto Rico, and the Virgin Islands, the maximum indemnity paid for nonregistered cattle or bison will not exceed \$120. The maximum federal indemnity paid in Fiscal Year 1989 will not exceed \$150 for registered cattle nor \$30 for nonregistered cattle or bison, with the following exceptions: This figure for nonregistered dairy cattle will not exceed \$150; and, in Alaska, Hawaii, Puerto Rico, and the Virgin Islands, the maximum indemnity paid for nonregistered cattle or bison will not exceed \$90. Payment of all federal indemnity for reactor cattle or bison will cease in Fiscal Year 1990. The owner of brucellosis reactor cattle or bison must provide the Veterinarian in Charge with proof of destruction⁴ to receive an indemnity payment.

* * * * *

Done in Washington, DC, this 26th day of January, 1988.

James W. Glosser,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 88-1971 Filed 1-29-88; 8:45 am]

BILLING CODE 3410-34-M

³ The Administrator will authorize payment of federal indemnity by the United States Department of Agriculture at the maximum per head rates in § 51.3: (a) So long as sufficient funds appropriated by Congress for that fiscal year appear to be available for brucellosis exposed cattle and bison; (b) In states or areas not under federal quarantine; (c) In states requesting payment of federal indemnity; and (d) In states not requesting a lower rate.

⁴ The Veterinarian in Charge will accept any of the following documents as proof of destruction: (a) A postmortem report; (b) A written statement by a state representative, veterinary services representative, or accredited veterinarian attesting to the destruction of the animal; (d) The owner or caretaker's written, sworn statement attesting to the animal's destruction; (e) A permit (VS Form 1-27) consigning the animal from a farm or market directly to a recognized slaughtering establishment; or (f) In unique situations where no document listed above is available, a comparable proof of destruction.

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Parts 21 and 23**

[Docket No. 048CE, Notice No. 23-ACE-39]

Special Conditions; Dornier 228-200 Airplanes With Electronic Flight Instrument Systems (EFIS)**AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Notice of proposed special conditions.

SUMMARY: This notice proposes special conditions for incorporation of an electronic flight instrument system (EFIS) in the Dornier 228-200 Airplanes. These airplanes will have novel and unusual design features when compared to the state of technology envisaged in the airworthiness standards applicable to these airplanes when EFIS is installed. These novel and unusual design features include the use of a cathode-ray tube electronic flight instrument system for which the applicable regulations do not contain adequate or appropriate airworthiness standards. This notice contains the additional safety standards which the Administrator considers necessary to establish a level of safety equivalent to that provided by the applicable airworthiness standards.

DATE: Comments must be received on or before March 2, 1988.

ADDRESS: Comments on this proposal may be mailed in duplicate to: Federal Aviation Administration, Office of the Regional Counsel, ACE-7, Attention: Rules Docket Clerk, Docket No. 048CE, Room No. 1558, 601 East 12th Street, Kansas City, Missouri 64106. All comments must be marked: Docket No. 048CE. Comments may be inspected in the Rules Docket weekdays, except Federal holidays, between 7:30 a.m. and 4:00 p.m.

FOR FURTHER INFORMATION CONTACT: Ervin E. Dvorak, Aerospace Engineer, Standards Office (ACE-110), Aircraft Certification Division, Central Region, Federal Aviation Administration, Room 1656, 601 East 12th Street, Federal Office Building, Kansas City, Missouri 64106; telephone (816) 374-5688.

SUPPLEMENTARY INFORMATION:**Comments Invited**

Interested persons are invited to participate in the making of these special conditions by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or

notice number and be submitted in duplicate to the address specified above. All communications received on or before the closing date for comments specified above will be considered by the Administrator before taking further rulemaking action on this proposal. Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must include a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 048CE." The postcard will be date stamped and returned to the commenter. The proposals contained in this notice may be changed in light of the comments received. All comments received will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested parties. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Type Certification Basis

The type certification basis for the Dornier 228-200 Airplanes is as follows: Special Federal Aviation Regulation (SFAR) 41C, effective September 13, 1982; Part 23 of the Federal Aviation Regulations (FAR), effective February 1, 1965, as amended by Amendments 23-2 through 23-23; SFAR 27 effective February 1, 1974, as amended by Amendments 27-1 through 27-4; and Part 36, effective December 1, 1969, as amended by Amendments 36-1 through 36-12.

Background

On September 14, 1987, AAR Oklahoma, Inc., Oklahoma City, Oklahoma submitted an application for supplemental type certificate (STC) approval of the design changes necessary to install a Collins 85B Electronic Flight Instrument System (EFIS) on the Dornier 228-200 Airplane. This installation incorporates an electronic attitude director indicator (EADI) and electronic horizontal situation indicator (EHSI) in lieu of the traditional mechanical or electro-mechanical displays providing similar information to the flight crew.

Special conditions may be issued and amended, as necessary, as part of the type certification basis if the Administrator finds that the airworthiness standards designated in accordance with § 21.101 do not contain adequate or appropriate safety standards because of novel or unusual design features of an airplane or installation. Special conditions, as appropriate, are issued in accordance with § 11.49, after public notice as

required by §§ 11.28 and 11.29(b), effective October 14, 1980, and will become a part of the type certification basis, as provided by § 21.101(b)(2).

The proposed type design of the Collins 85B EFIS installation in the Dornier 228-200 Airplane contains a number of novel and unusual design features not envisaged by the applicable Part 23 airworthiness standards. Special conditions are considered necessary because the airworthiness standards of Part 23 do not contain adequate or appropriate safety standards for the novel or unusual design features of the Collins 85B EFIS installation in the Dornier 228-200 Airplane.

Special conditions resulting from this notice will also be applicable to all Dornier 228-200 series airplanes for installation of similar EFIS (not limited to the same manufacturer) without further amendment of the special conditions.

AAR Oklahoma, Inc. has proposed cathode-ray tube (CRT) electronic display units for primary attitude, heading, and navigation cockpit displays. The cockpit instrument panel configuration would feature five EFIS displays, an electronic horizontal situation indicator (EHSI) in the left and right instrument panels and a multifunction display in the center panel. All other displays; i.e., airspeed, altitude, vertical speed, etc., will be conventional instruments. A back-up conventional attitude instrument will be near the center of the panel.

Emissive color on a CRT display will inevitably appear different than reflective colors on conventional electro-mechanical displays. Different intensities and color temperatures of ambient illumination will also affect the perceived colors. Therefore, display legibility must be adequate for all cockpit lighting conditions including direct sunlight.

Features of this system are novel and unusual relative to the applicable airworthiness requirements. Current small airplane airworthiness requirements are based on "single-fault" or "fail-safe" concepts and, when promulgated, the FAA did not envision use of complex, safety-critical systems in small airplanes. The current small airplane requirements envisioned instruments that were single function; i.e., a failure would cause loss of only one instrument function, although several instrument functions may have been housed in a common case.

Flight instruments for the pilot are required to be grouped in front of the pilot so deviation from looking forward along the airplane flight path is

minimized when the pilot shifts from viewing the flight path to viewing the flight instruments.

For instrument flight, the airplane must be equipped with the minimum flight instruments listed in the operating rules. This minimum listing of instruments includes all instruments that have long been accepted as the minimum for continued safe flight. Back-up instruments for these instruments are not required by the small airplane airworthiness requirements because the FAA has long accepted that the small airplane could be safely flown following a single instrument failure. The basic airman certification program for an instrument flight rules (IFR) rating has long included the required demonstration of ability to fly the airplane safely following failure of any one of the previously cited instruments and has not required, as a basic IFR rating requirement, that all IFR rated airmen must demonstrate abilities using other back-up instruments.

A special condition is proposed which would allow installation of electronic displays that feature design characteristics where a single malfunction or failure could affect more than one primary instrument, display, or system. The proposed special condition would also provide requirements to assure adequate reliability of system design functions that are determined to be essential for continued safe flight and landing of the airplane.

In installations where electronic displays take the place of traditional instruments, the reliability must not be less than that of the traditional instruments. This is in regard to the collective reliability of the traditional instruments rather than the reliability of a single traditional instrument. For this reason, the proposed special condition includes requirements needed for their certification.

The proposed special condition will also require a detailed examination of each item of equipment/component of the electronic display system, and installation of the system, to determine if the airplane is dependent upon its function for continued safe flight and landing, or if its failure would significantly reduce the capability of the airplane or the ability of the crew to cope with these adverse operating conditions. Each component of the installation identified by such an examination as being critical to the safe operation of the airplane would be required to meet the proposed special condition.

The present § 23.1309 has been used as a means of evaluating systems since being incorporated into 14 CFR Part 23

by Amendment 23-14, dated December 20, 1973. The "no-single-fault" or "fail-safe" concept of § 23.1309, along with experience based on service-proven designs and good engineering judgment have been used to successfully evaluate most airplane systems and equipment. However, the FAA is finding it difficult to apply the "single fault" concept as a means of determining the effect or likelihood of certain failure conditions to complex systems like those proposed for the Collins 85B EFIS installation. Therefore, the FAA considers it necessary to include the proposed additional system analysis requirements in the certification basis. This will also allow the use of the latest available "rational method" of safety analysis of the systems to assure a level of safety intended in the applicable requirements.

The development of rational methods for safety assessment of systems is based on the premise that an inverse relationship exists between the probability of a failure condition and its effect on the airplane. That is, the more serious the effect, the lower the probability must be that the related failure condition will occur.

Use of these rational methods for safety assessment of systems does not mandate use of numerical analysis. An applicant may use numerical analysis to assist in showing compliance but, in many cases, adequate data is not available for preparing a stand-alone numerical analysis for showing compliance. Therefore, in small airplane certification, a rational analysis based on identification of failure modes and their consequences is frequently acceptable substantiation of compliance with the various required levels of system reliability rather than a numerical analysis alone.

If it is determined that the airplane includes systems that perform more critical functions, it will be necessary to show that those systems meet more stringent requirements. Systems that perform a function that is needed for continued safety of flight and landing of the airplane, whose failure would be catastrophic, would be required to meet requirements that establish either that there will be no failures of that system, or that a failure is extremely improbable.

The special condition also requires that the occurrence of system(s) failures which would significantly reduce the airplane's capability, or the ability of the crew to cope with adverse operating conditions, and thereby be potentially catastrophic, be improbable. It is recognized that any system(s) failure will reduce the airplane's or crew's capability by some degree, but that

reduction may not be of the degree as to lead to potentially catastrophic results.

The proposed special condition provides reliability requirements which are based on the criticality of the system's function and will provide the standards needed for certification of complex safety-critical systems being proposed for installation.

The FAA has considered the features proposed by AAR Oklahoma, Inc. for the EFIS installation in the Dornier 228-200 Airplane and has concluded that, notwithstanding the existing small airplane requirements which did not envision the use of such complex or critical systems, special conditions can be promulgated for the affected systems, in lieu of applicable requirements, that will provide the intended level of safety. Accordingly, the special conditions are proposed.

Conclusion

This action affects only specified model series airplanes. It is not a rule of general applicability and applies only to the series and models of airplanes identified in these proposed special conditions.

List of Subjects in 14 CFR Parts 21 and 23

Aviation safety, Aircraft, Air transportation, Safety.

The authority citation for these special conditions is as follows:

Authority: Secs. 313(a), 601, and 603 of the Federal Aviation Act of 1958; as amended (49 U.S.C. 1354(a), 1421, and 1423); 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); 14 CFR 21.16 and 21.101; and 14 CFR 11.26 and 11.49.

The Proposed Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes the following special conditions as part of the type certification basis for the Dornier 228-200 Airplanes:

1. In addition to Appendix A of Part 135 and in lieu of § 23.1309(b) and applicable requirements of Part 23 of the Federal Aviation Regulations to the contrary, for instruments, systems, and installations whose design incorporates electronic displays that feature design characteristics where a single malfunction or failure could affect more than one primary instrument display or system, and/or system design functions that are determined to be essential for continued safe flight and landing of the airplane, the following special condition applies:

(a) Systems and associated components must be examined separately and in relation to other airplane systems to determine if the airplane is dependent upon its function for

continued safe flight and landing, and if its failure would significantly reduce the capability of the airplane or the ability of the crew to cope with adverse operating conditions. Each system and each component identified by this examination upon which the airplane is dependent for continued safe flight and landing, or whose failure would significantly reduce the capability of the airplane or the ability of the crew to cope with adverse operating conditions, must be designed and examined to comply with the following requirements:

(1) It must be shown that there will be no single failure or probable combination of failures under any anticipated operating condition which would prevent the continued safe flight and landing of the airplane, or it must be shown that such failures are extremely improbable.

(2) It must be shown that there will be no single failure or probable combination of failures under any anticipated operating condition which would significantly reduce the capability of the airplane or the ability of the crew to cope with adverse operating conditions, or it must be shown that such failures are improbable.

(3) Warning information must be provided to alert the crew to unsafe system operating conditions and to enable them to take appropriate corrective action. This warning information must not tend to initiate crew action which would create additional hazards.

(4) Compliance with the requirements of this special condition must be shown by analysis and, where necessary, by appropriate ground, flight, or simulator tests. The analysis must consider:

- (i) Modes of failure, including malfunction and damage from foreseeable sources;
- (ii) Consequences of a single failure or probable combination of failures (latent or undetected);
- (iii) Appropriate levels of reliability as determined by the severity of consequence;
- (iv) The resulting effects on the airplane and occupants, considering the state of flight and operating conditions; and
- (v) The crew warning cues, corrective action required, and the capability of detecting faults.

(5) Numerical analysis may be used to support the engineering examination.

(b) Electronic display units, including those incorporating more than one function, may be installed in lieu of mechanical or electro-mechanical instruments if:

- (1) The display units:
 - (i) Are easily legible under all lighting conditions encountered in the cockpit, including direct sunlight;
 - (ii) In any normal mode of operation do not inhibit the primary display of attitude; and
 - (iii) Incorporate sensory cues for the pilot that are equivalent to those in the instrument being replaced by the electronic display units.

(2) The display units, including their systems and installations, must be designed so that one display of information essential to safety and successful completion of the flight will remain available to the pilot, without need for immediate action by any crew member for continued safe operation, after

any single failure or probable combination of failures that is not shown to comply with paragraph (a)(1) of this special condition.

Issued in Kansas City, Missouri on January 11, 1988.

Donald J. Schneider,
Acting Director, Central Region.

[FR Doc. 88-1949 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 84-CE-03-AD]

Airworthiness Directives; Cessna 180, A182, 182, F182, FR182, R182, 185, 188, T188, 190, 195, 205, 206, P206, U206, TP206, TU206, 207, T207, 210 and T210 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Proposed Rulemaking (NPRM).

SUMMARY: This Notice proposes to revise and reissue Airworthiness Directive (AD) 84-10-01, Amendment 39-4863 (49 FR 21507, May 22, 1984), applicable to certain Cessna single engine airplanes, to allow for an equivalent means of compliance for those airplanes presently required to be equipped with a fuel system preflight placard. The equivalent means of compliance is the installation of raised filler neck fuel caps. Incidents of engine power loss and accidents due to water contamination of the fuel system have occurred on some models of the above airplanes. The prescribed action will identify airplanes having bladder fuel cells which tend to retain water contamination, provide fuel tank drainage provisions and reduce the possibility that water may enter and be retained in the fuel tanks.

DATE: Comments must be received on or before March 8, 1988.

ADDRESSES: Cessna Service Information Letters SE79-45 dated September 10, 1979, SE82-34 dated July 23, 1982, SE84-8 dated March 16, 1984, SE-84-9 dated March 23, 1984, and Cessna Single Engine Service Kit SK182-85 dated September 10, 1984, applicable to this AD may be obtained from Cessna Aircraft Company, P.O. Box 1521, Wichita, Kansas 67201.

Send comments on the proposal in triplicate to the Federal Aviation Administration, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 84-CE-03-AD, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

FOR FURTHER INFORMATION CONTACT: Mr. Paul O. Pendleton, Aerospace Engineer, ACE-140W, Federal Aviation Administration, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone 316-946-4427.

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 should identify the regulatory docket or notice 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 by the Director before taking action on the proposed rule. The proposals contained in this notice may be changed in the light of comments received. 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.

Availability of NPRMs

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Central Region, Office of the Regional Counsel, Attention: Airworthiness Rules Docket No. 84-CE-03-AD, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

Discussion

AD 84-10-01, Amendment 39-4863 (49 FR 21507, May 22, 1984), which was effective May 22, 1984, applicable to certain Cessna single engine airplanes required (among other things) that airplanes containing wrinkles in the fuel bladder tanks (other than fluid trapping diagonal corner wrinkles which were required to be removed or the bladder replaced) that trapped more than three fluid ounces to be placarded for specific fuel system preflight procedures. Accident reports reviewed since AD 84-10-01 became effective indicate that pilot negligence of the fuel system preflight procedures still exist. Also, some owner pilots may consider the fuel system preflight procedures cumbersome but they are not willing to have the fuel bladders replaced to

eliminate the fluid trapping wrinkles. This proposal would allow fuel bladders containing wrinkles that trap more than three fluid ounces (other than fluid trapping diagonal corner wrinkles) to remain in service and delete the requirement to install the fuel system preflight placard if those airplanes are equipped with Cessna Service Kit SK182-85, which is for installation of reduced diameter fuel filler caps on all fuel filler openings. The reduced diameter filler caps installed by SK182-85 are the raised filler neck type which have proven to be able to prevent precipitation from entering the fuel tanks even when the caps receive minimum maintenance and inspection. If the airplane owner elects to install the raised filler neck fuel caps, the projected cost for parts and labor is \$200 per airplane. The cost of compliance with the proposed revised AD is so small that the expense of compliance will not be a significant financial impact on any small entities operating these airplanes.

This proposal also corrects the serial numbers on the 180, 182, and 210 series airplanes by deleting the series prefix which are not part of the serial numbers on early production airplanes.

Therefore, I certify that this action: (1) Is not a major rule under the provisions of Executive Order 12291, (2) is not a significant rule under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979), and (3) if promulgated, 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.

A copy of the draft regulatory evaluation has been prepared for this action and has been placed in the public docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption "ADDRESSES".

List of Subjects in 14 CFR Part 39

Air transportation, Aviation safety, Aircraft, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposed to amend § 39.13 of Part 39 of the FAR as follows:

PART 39—[AMENDED]

1. The authority citation for Part 39 continues to read as follows:

Authority: 49 U.S.C. 1354(a), and 1421 and

1423; 49 U.S.C. 106(g) (Revised, Pub. L. 97-449, January 12, 1983); and 14 CFR 11.89.

2. By revising and reissuing AD 84-10-01, Amendment 39-4863 (49 FR 21507, May 22, 1984), as follows:

§ 39.13 [Amended]

Cessna: Applies to the following series and serial numbered airplanes certificated in any category:

Series	Serial Numbers
180	30000 thru 50911; 18050912 thru 18053000 (1953 thru 1978) 18053001 thru 18053203 (1979 thru 1981) (optional tanks only)
182	33000 thru 53007; 18253008 thru 18266590 (1956 thru 1978)
R182	R18200001 thru R18200583 (1978)
185	185-0001 thru 18503683 (1961 thru 1978) 18503684 thru 18504414 (1979 thru 1983) (optional tanks only)
188	188-0446 thru 18803856 (1972 thru 1981) (wing tanks only) 18800967T thru 18803966T (1972 thru 1983)
T188	T18803307T thru T18803966T (1979 thru 1983)
190/195	thru 16183
210-5 (205)	205-0001 thru 205-0577 (1963 and 1964)
206, U206, TU206, P206, TP206	206-0001 thru U20604649 (1964 thru 1978) P206-0001 thru P20600647 (1965 thru 1970)
207, T207	20700001 thru 20700771 (1969 thru 1984)
210	57001 thru 57575; 21057576 thru 21058818 (1960 thru 1966)
T210	T210-0001 thru T210-0197 (1966)
A182	A182-0001 thru A182-0146 (1965 thru 1974)
F182	F18200001 thru F18200094 (1976 thru 1978)
FR182	FR18200001 thru FR18200020 (1978)

Compliance: Required as indicated, unless already accomplished.

To prevent power loss or engine stoppage due to water contamination of the fuel system, accomplish the following:

(a) Within the next 50 hours time-in-service after the effective date of this AD, on all applicable airplanes, install quick drains in the fuel tank sumps and fuel tank reservoirs where applicable, in accordance with the kits specified by Cessna Service Letters SE79-45 and SE84-8, or using equivalent aircraft standard hardware.

(b) Within the next 50 hours time-in-service after the effective date of this AD, inspect the fuel tank filler area for proper sealing in accordance with the following:

(1) On all applicable airplanes:
(i) Visually inspect the wing aft of the fuel filler for indications of inflight fuel leakage.
(ii) Visually inspect the fuel cap locking mechanism and seals for cracking, distortion and any condition which might prevent sealing.

(iii) Remove the fuel filler caps and inspect the adapter sealing face for distortion,

scratches, corrosion or any condition which may prevent the cap from sealing.

(2) In addition, on all applicable airplanes except models 190 and 195 airplanes:

(i) Visually check the sealing and security of the attachment of the adapter flange to the adapter plate paying particular attention to the adhesive (if present) between the parts.

(ii) Check the fuel cap seal by actuating the locking tab and noting that force is maintained between the cap, seal, and adapter when the tab is in the overcenter locked position or conduct a fuel cap seal test in accordance with Cessna Single Engine Service Information Letter SE82-34.

(3) Correct any deficiencies disclosed by the above inspections by parts replacement or adjustment, as required, before returning the airplane to service.

(c) Within the next 50 hours time-in-service after the effective date of this AD, on all applicable airplanes, except models 190 and 195, conduct an inspection for fuel tank wrinkles in accordance with the following:

(1) Drain the wing fuel tanks.
(2) Note any wrinkles which retain fluid after draining. Remove diagonal wrinkles across the inboard rear corner in the vicinity of the fuel tank drain by installation of Cessna drain kit described in Service Letter SE84-9, or by replacement of the fuel bladder. Verify that no wrinkles exist in the tank sump drain area before returning the airplane to service.

Note: The manufacturer has identified some new bladder cells which may require installation with a special adapter to prevent the formation of the above described wrinkles and has included this part with these bladder cells. Use of this part, or the drain kit, may be necessary to eliminate these wrinkles.

(3) If wrinkles are found in the tank bottom at a location other than diagonally across the inboard rear corner, determine the amount of fluid which is trapped by these wrinkles in accordance with the following:

(i) Place the airplane in the normal ground (water) attitude.

(ii) Service tank(s) with enough fuel to completely cover bottom of tank surface. Drain tank and note any wrinkles which retain fuel.

(iii) Direct all trapped fluid to the tank drain area, using a non-absorbent squeegee or other tool compatible with the fuel bladder, and drain and measure the fluid retained in both tanks.

(iv) If this total does not exceed three ounces, no further action is required.

(v) If the total quantity drained exceeds three ounces, check the snaps and fasteners for security. If necessary, blend and smooth the tank bottom to remove wrinkles. Blending may include replacement of the protective tape on the corners or edges to maintain a tank surface which will not trap excess fluid. Caution: Excessive blending or smoothing may cause leaks to develop in the tank.

(vi) If the tanks trap fluid in excess of three ounces after compliance with paragraph (v) above accomplish either paragraph (A) or paragraph (B) as follows:

(A) Fabricate using letters at least .10 inches in height, and install a placard in full view of the pilot which states as follows:

"Prior to flight following exposure to rain, sleet, snow, or after fueling from an unfiltered fuel source:

1. Drain and catch the contents of the fuel gascolator, wing, and (if equipped) reservoir tank sumps and check for water contamination.

2. Place the airplane on a level surface and lower the tail to within 5 inches of the ground (on nose gear airplanes).

3. Rock the wings 10 inches up and 10 inches down at least 12 times.

4. Drain and catch the contents of the fuel gascolator, wing, and (if equipped) reservoir tanks sumps and check for water contamination.

5. If water is found in step 4. above, repeat steps 3. and 4. until no additional water is detected, or drain the entire airplane fuel system."

(B) Install reduced diameter (raised filler neck) fuel caps on all fuel filler openings in accordance with Cessna Service Kit SK182-85. If SK182-85 is accomplished, paragraph (d) below no longer applies.

(d) Within 12 months after initial compliance with the AD, and each 12 months thereafter, reinspect the fuel filler installation of airplanes that require the placard per paragraph (c)(3)(vi) in accordance with paragraph (b) of this AD.

(e) The placard required by paragraph (c)(3)(vi) may be fabricated and installed by the airplane owner, or operator, providing that this person possesses at least a private pilot license.

(f) Airplanes may be flown in accordance with FAR 21.197 to a location where this AD may be accomplished if it is determined that no water is present in the tank from which fuel will be used.

(g) An equivalent means of compliance with this AD may be used if approved by the Manager, Aircraft Certification Office, Federal Aviation Administration, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. Fuel cells and quick drain valves that are approved for the applicable airplanes are approved as an equivalent means of compliance in replacement of corresponding parts required to be installed by this AD.

All persons affected by this directive may obtain copies of the document(s) referred to herein upon request to Cessna Aircraft Company, Customer Service, P.O. Box 1521, Wichita, Kansas 67201; or may examine the document(s) referred to herein at the Federal Aviation Administration, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment revises AD 84-10-01, Amendment 39-4863 (49 FR 21507, May 22, 1984), effective May 22, 1984.

Issued in Kansas City, Missouri on January 19, 1988.

Paul K. Bohr,

Director, Central Region.

[FR Doc. 88-1950 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 87-NM-134-AD]

Airworthiness Directives; McDonnell Douglas Model DC-9-10 Through -80, and C-9 (Military) Series Airplanes, Fuselage Numbers 1 Through 1309

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Proposed Rulemaking (NPRM).

SUMMARY: This notice proposes to supersede an existing airworthiness directive (AD), applicable to certain McDonnell Douglas DC-9-10 through -50, and C-9 (Military) series airplanes, which currently requires visual/borescope inspections, and repair or replacement, as necessary, of the aft pressure bulkhead tee cap. This proposal would provide for optional eddy current inspections of the fuselage aft pressure bulkhead tee cap from the forward side of the bulkhead and increase the current repetitive inspection intervals. This action would also expand the applicability to include certain Model DC-9-80 series airplanes. This proposal is prompted by reports of cracks in the aft pressure bulkhead tee cap. If this condition is not corrected, bulkhead tee cap cracks may develop, which could result in rapid depressurization and cause severe structural damage to the airplane.

DATES: Comments must be received no later than March 28, 1988.

ADDRESSES: Send comments on the proposal in duplicate to Federal Aviation Administration, Northwest Mountain Region, Office of the Regional Counsel (Attn: ANM-103), Attention: Airworthiness Rules Docket No. 87-NM-134-AD, 17900 Pacific Highway South, C-68966, Seattle, Washington 98168. The applicable service information may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Director, Publications and Training, C1-750 (54-60). This information may be examined at the FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington, or 4344 Donald Douglas Drive, Long Beach, California.

FOR FURTHER INFORMATION CONTACT: Mr. Michael N. Asahara, Sr., Aerospace Engineer, Airframe Branch, ANM-122L, FAA, Northwest Mountain Region, Los Angeles Aircraft Certification Office, 4344 Donald Douglas Drive, Long Beach, California 90808; telephone (213) 514-6319.

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 should identify the regulatory docket number and be submitted in duplicate to the address specified above. All communications received on or before the closing date for comments specified above will be considered by the Administrator before taking action on the proposed rule. The proposals contained in this Notice may be changed in light of the comments received. 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.

Availability of NPRM

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the FAA, Northwest Mountain Region, Office of the Regional Counsel (Attn: ANM-103), Attention: Airworthiness Rules Docket No. 87-NM-134-AD, 17900 Pacific Highway South, C-68966, Seattle, Washington 98168.

Discussion

On April 25, 1985, FAA issued Airworthiness Directive (AD) 85-16-03, Amendment 39-5109 (50 FR 30804; July 30, 1985), which requires inspection for cracks, and repair or replacement, as necessary, of the aft pressure bulkhead tee cap on McDonnell Douglas DC-9 series airplanes with 35,000 or more landings. The AD was prompted by reports of cracks, which could lead to rapid depressurization and result in severe structural damage to the airplane.

Since the issuance of that AD, McDonnell Douglas has developed an eddy current procedure for inspection for cracks in the aft pressure bulkhead tee cap from the forward side of the aft pressure bulkhead. This nondestructive inspection (NDI) procedure will increase the probability of detecting cracks in the tee caps.

The FAA has reviewed and approved McDonnell Douglas Alert Service Bulletin (ASB) 53-191, Revision 1, dated July 20, 1987, which describes procedures for optional eddy current inspection and includes certain DC-9-80 series airplanes in its effectivity.

Since this condition is likely to exist or develop on other airplanes of this

same type design, an AD is proposed which would supersede AD 85-16-03 to include optional inspection using eddy current procedures from the forward side of the bulkhead, in accordance with the service bulletin previously mentioned; increase the repetitive inspection intervals from 3,500 to 15,000 landings when using the eddy current procedures; and expand the applicability to include certain Model DC-9-80 series airplanes.

It is estimated that 740 airplanes of U.S. registry would be affected by this AD. It would take approximately 12 manhours per airplane to accomplish an optically-aided visual inspection, and 148 manhours per airplane to accomplish high and low frequency eddy current inspections from the forward side of the bulkhead. The average labor cost would be \$40 per manhour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$355,200 and \$4,380,000, respectively.

For these reasons, the FAA has determined that this document; (1) Involves a proposed regulation which is not major under Executive Order 12291 and (2) is not a significant rule pursuant to the Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and it is further certified under the criteria of the Regulatory Flexibility Act that this proposed rule, if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities because few, if any, Model DC-9 series airplanes are operated by small entities. A copy of a draft regulatory evaluation prepared for this action is contained in the regulatory docket.

List of Subjects in 14 CFR Part 39

Aviation safety, Aircraft.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) as follows:

PART 39—[AMENDED]

1. The authority citation for Part 39 continues to read as follows:

Authority: 49 U.S.C. 1354(a), 1421 and 1423; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); and 14 CFR 11.89.

§ 39.13 [Amended]

2. By superseding AD 85-16-03, Amendment 39-5109 (50 FR 30804; July

30, 1985), with the following new airworthiness directive:

McDonnell Douglas: Applies to McDonnell Douglas Model DC-9-10 through -80 and C-9 (Military) series airplanes, Fuselage Number 1 through 1309, certificated in any category. Compliance required as indicated, unless previously accomplished within the last 3,500 landings.

To detect cracks which could result in structural failure of the aft pressure bulkhead, accomplish the following:

A. Prior to the accumulation of the number of landings indicated in the table below, inspect the aft pressure bulkhead attach cap section around the entire periphery of the fuselage in accordance with the following procedures outlined in either paragraph B. or C., below.

TABLE

Accumulated landings as of Sept. 6, 1985	Initial inspection prior to accumulation of the following landings after effective date
35,000 to 49,999	1,500 landings.
50,000 to 59,999.....	1,000 landings.
60,000 or more	300 landings.

For airplanes with less than 35,000 landings as of September 6, 1985, conduct the initial inspection before the accumulation of 36,500 landings.

Note: The specific areas of concern include the forward and/or aft face of the upstanding leg of the tee, starting at the outboard edge of the bulkhead web. The area extends outboard to approximately the inboard point of tangency for the .188-inch tee fillet radius on the upstanding leg.

B. Using an optically aided visual inspection technique, inspect from the aft side of the bulkhead in accordance with Option I of McDonnell Douglas Alert Service Bulletin A53-191, Revision 1, dated July 20, 1987 (hereinafter referred to as ASB 53-191).

1. If no tee cracks are found, repeat the optically aided visual inspections at intervals not to exceed 3,500 landings.

2. If tee cracks are found, perform a high frequency eddy current inspection of the tee side of the bulkhead to determine length of cracks.

a. If cracks are within the limits outlined in paragraph 1.D. of the Compliance section of ASB 53-191, perform weekly repetitive high frequency eddy current inspections from aft side of the bulkhead.

(1) If weekly repetitive high frequency eddy current inspections reveal that a previously identified crack has progressed more than 0.5 inches from the original crack tip, or within 18 months after initial detection of crack, whichever occurs first, accomplish the requirements of paragraph B.2.b., below.

b. If cracks have exceeded the limits outlined in paragraph 1.D. of the Compliance section of ASB 53-191, prior to further flight:

(1) Repair by replacing cracked tee cap with a new part, in accordance with McDonnell Douglas Service Rework Drawing

SR09530001 (originally identified as MDC-J060305), dated February 15, 1985, or later FAA approved revisions. Upon accumulation of 36,500 landings after the repair, conduct repetitive inspections in accordance with paragraph B. or C. of this AD; or

(2) Repair by splicing in a section of tee cap, in accordance with McDonnell Douglas Service Rework Drawing SR09530001, dated February 15, 1985, or later FAA-approved revision. After repair, resume repetitive inspections in accordance with paragraph B. or C. of this AD.

C. Using a high and low frequency eddy current inspection technique, inspect from the forward side of the bulkhead in accordance with Option II of ASB 53-191.

1. If no cracks are found, repeat high and low frequency eddy current inspection from the forward side of the bulkhead at intervals not to exceed 15,000 landings.

2. If cracks are found, accomplish the following:

a. If cracks are within the limits outlined in paragraph 1.D. of the Compliance section of ASB 53-191, perform weekly repetitive high frequency eddy current inspections from the aft side of the bulkhead.

(1) If weekly repetitive high frequency eddy current inspections reveal that a previously identified crack has progressed more than 0.5 inches from the original crack tip, or within 18 months after initial detection of the crack, whichever occurs first, accomplish the requirements of paragraph C.2.b., below.

b. If cracks have exceeded the limits outlined in paragraph 1.D. of the Compliance section ASB 53-191, prior to further flight:

(1) Replace cracked tee cap with new part, in accordance with McDonnell Douglas Service Rework Drawing SR09530001 (originally identified as MDC-J060305), dated February 15, 1985, or later FAA approved revisions. Upon accumulation of 36,500 landings after the repair, resume repetitive inspections in accordance with paragraph B. or C. of this AD; or

(2) Repair by splicing in a section of tee cap, in accordance with McDonnell Douglas Service Rework Drawing SR09530001, dated February 15, 1985, or later FAA approved revision. After repair, resume repetitive inspections in accordance with paragraph B. or C. of this AD.

D. Alternate means of compliance which provide an acceptable level of safety may be used when approved by the Manager, Los Angeles Aircraft Certification Office, FAA, Northwest Mountain Region.

E. Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes unpressurized to a base in order to comply with the requirements of this AD.

F. Upon request of the operator, an FAA Maintenance Inspector, subject to prior approval by the Manager, Los Angeles Aircraft Certification Office, FAA, Northwest Mountain Region, may adjust the repetitive inspection intervals specified in this AD to permit compliance at an established inspection period of that operator if the request contains substantiating data to justify the change for that operator.

All persons affected by this directive who have not already received the appropriate service documents from the manufacturer may obtain copies upon request to the McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Director, Publications and Training, C1-L65 (54-60). These documents may be examined at the FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington, or at 4344 Donald Douglas Drive, Long Beach, California.

Issued in Seattle, Washington, on January 21, 1988.

Wayne J. Barlow,

Director, Northwest Mountain Region.

[FR Doc. 88-1951 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-13-M

FEDERAL TRADE COMMISSION

16 CFR Part 453

Trade Regulation Rule; Funeral Industry Practices

AGENCY: Federal Trade Commission.

ACTION: Extension of period for public comment on the advance notice of proposed rulemaking for the mandatory review of the trade regulation rule concerning funeral industry practices.

SUMMARY: The Federal Trade Commission published an Advance Notice of Proposed Rulemaking on December 9, 1987, inviting public comment on how the trade regulation rule concerning funeral industry practices ("Funeral Rule") has affected consumers, funeral providers and others, and what changes, if any, should be made to the Rule. The comment period was scheduled to end on January 25, 1988. To facilitate thorough public consideration and comment, the Commission has extended the comment period until February 5, 1988.

DATES: Written comments will be accepted until February 5, 1988.

ADDRESS: Written comments should be addressed to the Secretary, Federal Trade Commission, 6th and Pennsylvania Avenue NW., Washington, DC 20580. All comments should be captioned: "Comment on Advance Notice of Proposed Rulemaking—Funeral Rule, FTC File No. 215-66."

FOR FURTHER INFORMATION CONTACT: Ra'ouf M. Abdullah, Attorney, (202) 326-3024, Service Industry Practices, Bureau of Consumer Protection, Federal Trade Commission, Washington, DC 20580. Copies of the *Federal Register* notices are available through the FTC Public

Reference Room, Room 130, 6th and Pennsylvania Avenue NW., Washington, DC 20580, (202) 326-2222.

SUPPLEMENTAL INFORMATION: On December 9, 1987, the Commission published an advance notice of proposed rulemaking in the *Federal Register* to inform the general public about and seek public comment on the impending mandatory Funeral Rule review. 52 FR 46706 (Dec. 9, 1987). Section 453.10 of the Funeral Rule requires that the Commission initiate a rulemaking amendment proceeding four years after the effective date of the rule, which was April 30, 1984. The notice provided for a 45-day comment period, which was originally scheduled to end on January 25, 1988.

In response to a request for additional time to comment by an interested party and to facilitate thorough public consideration of and comment on the Advance Notice of Proposed Rulemaking, the Commission announces that it has extended the time for public comment until February 5, 1988.

List of Subjects in 16 CFR Part 453

Funerals, Trade practices.

By direction of the Commission.

Emily H. Rock,

Secretary.

[FR Doc. 88-1929 Filed 1-29-88; 8:45 am]

BILLING CODE 6750-01-M

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 101

Proposed Amendment Relating to the Customs Field Organizations—Chicago, IL; Cleveland, OH; Fort Wayne, IN; Correction

AGENCY: Customs Service, Treasury.

ACTION: Proposed rule; correction.

SUMMARY: In *Federal Register* Document 87-28981, published on December 17, 1987 (52 FR 47948), it was proposed to amend the Customs Regulations by changing the boundaries of the Chicago and Cleveland Districts, and by designating the newly approved Customs facility at Fort Wayne, IN, as a Customs station. Written comments were invited concerning the proposal.

It has come to our attention that the description of the proposed Cleveland, Ohio District in the North Central Region was not worded correctly in the portion of the document describing the proposed amendments to § 101.3(b), Customs Regulations (19 CFR 101.3(b)). The corrected description of the

proposed boundaries of the Cleveland, Ohio District is as follows:

The States of Ohio, Kentucky; that part of the State of Indiana lying south of latitude 41° N.; that part of the state of Indiana lying east of longitude 86° W.; and the county of Erie in the State of Pennsylvania.

DATE: Comments must be received on or before February 16, 1988.

ADDRESS: Comments (preferably in triplicate) may be submitted to and inspected at the Regulations and Disclosure Law Branch, U.S. Customs Service, Room 2324, 1301 Constitution Avenue NW., Washington, DC 20229.

FOR FURTHER INFORMATION CONTACT: Joseph O'Gorman or John Lenihan, Office of Workforce Effectiveness and Development (202-566-9425).

Dated: January 26, 1988.

Edward T. Rosse,

Acting Director, Regulatory Procedures and Penalties Division.

[FR Doc. 87-1968 Filed 1-29-88; 8:45 am]

BILLING CODE 4820-02-M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 12

[Docket No. 87N-0364]

Formal Evidentiary Public Hearing; Time Periods for Filing Exceptions to Initial Decisions and Replies to Exceptions

AGENCY: Food and Drug Administration.

ACTION: Proposed rule.

SUMMARY: The Food and Drug Administration (FDA) is proposing to amend its regulations governing formal evidentiary public hearings to provide for a period of 60 days in which a party may file exceptions to an initial decision of the administrative law judge and to provide for a period of 60 days for filing replies to exceptions. FDA also proposes to revise these regulations to provide that the Commissioner of Food and Drugs would grant extensions of these 60-day periods only in extraordinary circumstances.

DATES: Written comments by April 1, 1988. FDA intends that any final rule based on this proposal would become effective 30 days after date of publication of a final rule.

ADDRESS: Written comments to the Dockets Management Branch (HFA-305), Food and Drug Administration, Rm. 4-62, 5600 Fishers Lane, Rockville, MD 20857.

FOR FURTHER INFORMATION CONTACT:

Tenny P. Neprud, Jr., Division of Regulations Policy (HFC-220), Food and Drug Administration, 5600 Fishers Lane, Rockville, MD 20857, 301-443-3480.

SUPPLEMENTARY INFORMATION: Part 12 of FDA's regulations (21 CFR Part 12) governs formal evidentiary public hearings. These hearings are held before an administrative law judge who, following the hearing and the parties' briefs, issues an initial decision which may be appealed to the Commissioner. The Commissioner then issues a final decision. A party appeals the initial decision by filing and serving exceptions to the initial decision; the opposing party or parties then have an opportunity to file and serve replies to the exceptions (21 CFR 12.125).

At present, the regulations specify that the period for filing and serving exceptions is the period specified in the initial decision; this period may not exceed 30 days, unless extended by the Commissioner for good cause shown (21 CFR 12.125 (a) and (d)). The regulations also state that the period for filing replies to exceptions is the period specified in the initial decision; this period may not exceed 30 days after the deadline (including any extension) for filing exceptions, unless extended by the Commissioner for good cause shown (21 CFR 12.125 (c) and (d)).

Based upon several years of experience, FDA believes that § 12.125 should be revised to provide a period of 60 days in which parties may file exceptions to an initial decision and a period of 60 days in which parties may file replies to exceptions. FDA is also proposing to provide that the Commissioner would grant extensions for filing exceptions or replies to exceptions only in extraordinary circumstances.

FDA acknowledges that, frequently, 30 days is not sufficient time to prepare exceptions to an initial decision. In general, several months pass between the filing of post-hearing briefs and the administrative law judge's issuance of an initial decision. Parties cannot predict when an initial decision will be issued. When the decision is issued, the parties' counsel invariably are in the midst of another hearing, court litigation, or other legal work with deadlines. Strict adherence to a period of 30 days to file exceptions to an initial decision could cause hardship to parties because of the difficulty, on such short notice, of rearranging other assignments or arranging for substitute counsel for the formal evidentiary public hearing.

Because of the difficulties parties have had in filing exceptions to initial

decisions within 30 days, it has become common for parties who wish to file exceptions to the initial decision to request an extension of time for filing exceptions. Generally, the Commissioner has granted 30-day extensions, thus providing the excepting party or parties a total of 60 days in which to file exceptions. Requests by the opposing side for an extension of time to file a reply to exceptions have been less frequent, but have generally been granted upon request.

The current regulations do not specify a procedure for parties to file requests for extensions for filing either exceptions or replies to exceptions. The preferred approach has been for the party's counsel to file the request with the Commissioner's Executive Secretariat and to serve copies of the request on the Chief Counsel (in the Chief Counsel's capacity as advisor to the Commissioner) and on all parties. However, sometimes counsel have filed the request with the Commissioner's personal secretary or with the Dockets Management Branch, resulting in confusion and delays.

In view of the fact that parties to formal evidentiary hearings routinely request extensions of time in which to file exceptions and replies thereto and that the Commissioner routinely grants such extension requests, FDA believes that it would be more reasonable and would comport more closely with current practice to revise Part 12 to provide 60 days for filing exceptions to an initial decision and 60 days to file replies to exceptions. In most circumstances, 60 days should be ample time for counsel to the party or parties planning to file exceptions to complete other ongoing work, to arrange reassignments of that work, or to arrange for substitute counsel to prepare the exceptions or the reply to the exceptions.

The Commissioner is also proposing to revise that portion of the regulations that provides for granting extensions of time to file exceptions or replies (21 CFR 12.125(d)) to limit such extensions to extraordinary circumstances. Extraordinary circumstances that would justify an extension would include, e.g., death or hospitalization of counsel or extended unavailability of a party's scientific advisors. The Commissioner believes that limiting extensions to extraordinary circumstances is appropriate because, generally, 60 days should be ample time to prepare exceptions or replies to exceptions or to arrange for substitute counsel.

Finally, the Commissioner is proposing to revise 21 CFR 12.125(d) to specify that any request for extension

shall be made in writing and shall be filed with the Commissioner's Executive Secretariat, with copies of the request to be served on the Dockets Management Branch, the Chief Counsel, and all hearing participants. This revision and additional specificity should eliminate the confusion and accompanying delay that has occurred in the past as a result of the various approaches used by hearing participants when requesting extensions.

The agency has determined under 21 CFR 25.24(a)(8) that this action is of a type that does not individually or cumulatively have a significant effect on the human environment. Therefore, neither an environmental assessment nor an environmental impact statement is required.

FDA has analyzed the economic impact of this proposal in accordance with Executive Order 12291 and the Regulatory Flexibility Act (Pub. L. 96-354). The agency has determined that the final rule, if promulgated, will not be a major rule as defined in Executive Order 12291 and certifies that the rule will not have a significant impact on a substantial number of small entities, as defined by the Regulatory Flexibility Act.

Interested persons may, on or before April 1, 1988, submit to the Dockets Management Branch (address above), written comments regarding this proposal. Two copies of any comments are to be submitted, except that individuals may submit one copy. Comments are to be identified with the docket number found in brackets in the heading of this document. Received comments may be seen in the office above between 9 a.m. and 4 p.m., Monday through Friday.

List of Subjects in 21 CFR Part 12

Administrative practice and procedure.

Therefore, under the Federal Food, Drug, and Cosmetic Act and under authority delegated to the Commissioner of Food and Drugs, it is proposed that Part 12 be amended as follows:

PART 12—FORMAL EVIDENTIARY PUBLIC HEARING

1. The authority citation for 21 CFR Part 12 continues to read as follows:

Authority: Sec. 201 et seq., Pub. L. 717, 52 Stat. 1040 as amended (21 U.S.C. 321 et seq.); sec. 1 et seq., Pub. L. 410, 58 Stat. 682 as amended (42 U.S.C. 201 et seq.); sec. 4, Pub. L. 91-513, 84 Stat. 1241 (42 U.S.C. 257a); sec. 301 et seq., Pub. L. 91-513, 84 Stat. 1253 (21 U.S.C. 821 et seq.); sec. 409(b), Pub. L. 242, 81 Stat. 600 (21 U.S.C. 679(b)); sec. 24(b), Pub. L. 85-172, 82 Stat. 807 (21 U.S.C. 467f(b)); sec. 2 et

seq., Pub. L. 91-597, 84 Stat. 1620 (21 U.S.C. 1031 et seq.); secs. 1 through 9, Pub. L. 625, 44 Stat. 1101-1103 as amended (21 U.S.C. 141-149); secs. 1 through 10, Chapter 358, 29 Stat. 604-607 as amended (21 U.S.C. 41-50); sec. 2 et seq., Pub. L. 783, 44 Stat. 1406 as amended (15 U.S.C. 401 et seq.); sec. 1 et seq., Pub. L. 89-755, 80 Stat. 1296 as amended (15 U.S.C. 1451 et seq.).

2. Section 12.125 is amended by revising paragraphs (a), (c), and (d), to read as follows:

§ 12.125 Appeal from or review of initial decision.

(a) A participant may appeal an initial decision to the Commissioner by filing exceptions with the Dockets Management Branch, and serving them on the other participants, within 60 days of the date of the initial decision, unless extended by the Commissioner under paragraph (d) of this section.

(c) Any reply to the exceptions is to be filed and served within 60 days of the end of the period (including any extensions) for filing exceptions, unless extended by the Commissioner under paragraph (d) of this section.

(d) The Commissioner may extend the time for filing exceptions or replies to exceptions only in extraordinary circumstances. Such an extension shall be requested by filing a written request with the Commissioner's Executive Secretariat (HF-40) and serving copies of the request on the Dockets Management Branch (HFA-305), the Chief Counsel (GCF-1), and all hearing participants.

Dated: January 7, 1988.

Ronald G. Chesemore,
Acting Associate Commissioner for
Regulatory Affairs.

[FR Doc. 88-1940 Filed 1-29-88; 8:45 am]

BILLING CODE 4160-01-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD1 88-001]

Temporary Drawbridge Operation Regulations; Reynolds Channel, NY

AGENCY: Coast Guard, DOT.

ACTION: Proposed temporary rule.

SUMMARY: At the request of Long Island Rail Road, the Coast Guard is considering temporary regulations permitting the Wreck Lead railroad drawbridge over the Reynolds Channel, at mile 4.4, between Island Park and

Long Beach, New York, to remain closed for 31 days from 23 March through 22 April 1988. This temporary regulation is needed to facilitate the construction of a new bascule bridge adjacent to the existing swing bridge which will be removed. This action should relieve the bridge owner of the burden to open the draw during part of the construction of the new bridge and would only permit marine traffic which can pass under the fixed span.

DATE: Comments must be received on or before February 28, 1988.

ADDRESS: Comments should be mailed to Commander (obr), First Coast Guard District, Bldg. 135A, Governors Island, New York 10004-5098. The comments and other material referenced in this notice will be available for inspection and copying at this address. Normal office hours are between 9 a.m. and 3:30 p.m., Monday through Friday, except holidays. Comments may also be hand-delivered to this address.

FOR FURTHER INFORMATION CONTACT:

William C. Heming, Bridge Administrator, First Coast Guard District (212) 668-7994.

SUPPLEMENTARY INFORMATION:

Interested persons are invited to participate in this temporary rulemaking by submitting written views, comments, data or arguments. Persons submitting comments should include their names and addresses, identify the bridge, and give reasons for concurrence with or any recommended change in the proposal. Good cause exists for limiting the comment period to less than 30 days after publication in the *Federal Register*, because of the need to have the work commence as soon as possible to minimize the impact on marine interests.

The Commander, First Coast Guard District, will evaluate all communications received and determine a course of final action on this proposal. The proposed temporary regulations may be changed in light of comments received.

Drafting Information

The drafters of these regulations are Waverly W. Gregory, Jr., project manager, and CDR R. B. Ellard, project attorney.

Discussion of Temporary Regulations

Current regulations provide that the draw of the bridge shall open on signal at all times. The temporary regulations would allow the bridge to remain in the closed position from 9 a.m. on 23 March through 5 p.m. on 22 April 1988, inclusive. On 24 March 1987, the Coast Guard approved a bridge permit, P(5-87-3), for the replacement and relocation of

the draw of the Long Island Rail Road's Wreck Lead drawbridge across the Reynolds Channel. The existing movable bridge (built in 1927) is a cable-stayed steel bobtail swing bridge and is scheduled for removal. To minimize the closure time of the draw during construction, the existing 40 foot horizontal clearance of the navigable channel has been reduced to 34 feet. There is only 3 foot vertical clearance at Mean High Water (MHW) when the bridge is in its closed position. A couple extra feet will be available under the fixed spans during construction. The proposed replacement project will provide for a new bridge and trestle located 400 to 500 feet south of the existing draw, with the channel width in the draw being increased to 60 feet. The new movable bridge will be a rolling lift bascule and will increase the existing vertical clearance to 10 feet when the bridge is in its closed position. Public Notice 3-646, dated 5 February 1987, which proposed replacement and relocation of the draw also indicated that a 60 day closure between December and March was anticipated to facilitate construction. Replacement of the bridge was previously determined by the Long Island Rail Road to be the most cost effective and prudent course of action to minimize future disruption of both railroad and channel boat traffic. In order to minimize disruption to marine traffic, the contractor will be required by Long Island Rail Road to work overtime on all critical path work to assure the shortest possible closure period. This action along with redesign of part of the approach trestle in the vicinity of the existing draw have allowed the Long Island Rail Road to decrease the planned closure time frame from the original 60 days to 31 days. However, due to some construction delays the closure period is delayed until late March. During the 31 day closure period, the contractor is required to work around the clock to install pier supports, turnouts, preassembled girder-slab sections, and make the line fully operational. As soon as the line is operational the trestle in the vicinity of the new draw will be removed and the waterway swept for debris.

Economic Assessment and Certification

These proposed temporary regulations are considered to be non-major under Executive Order 12291 on Federal Regulation, and nonsignificant under the Department of Transportation regulatory policies and procedures (44 FR 11034; February 26, 1979). The economic impact has been found to be so minimal that a full regulatory evaluation is

unnecessary. This determination is based on the fact that work will be done outside prime boating season; that the bridge is in need of major repairs and both commercial fishing and recreational boaters have frequently been delayed or unable to transit the existing swing bridge due to unscheduled bridge malfunctions; and that the railroad has taken all reasonable and prudent measures to minimize the impact and the temporary hardships imposed by the proposed temporary regulations. Additionally, local marine oriented law enforcement agencies intended to relocate or share facilities to provide coverage on either side of the bridge. Anticipated impact will be to a couple of larger clam boats who will not be able to pass under the bridge. However, marine traffic does have alternate water routes through Jones and East Rockway Inlets. As a result of the imposition of the temporary regulations, the new relocated channel will improve visibility by eliminating the

bend in the navigational channel. The bridge would also be widened and made higher to improve visibility and reduce delays and congestion. The relocated channel avoids encroachment on the nearby marina and lines up with the draw of the adjacent bridge.

Since the impact of these regulations is expected to be minimal the Coast Guard certifies that they will not have a significant economic impact on a substantial number of small entities.

List of Subjects in 33 CFR Part 117

Bridges.

Proposed Temporary Regulations

In consideration of the foregoing, Part 117 of Title 33, Code of Federal Regulations is amended as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for Part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 49 CFR 1.46; 33 CFR 1.05-1(g).

2. Section 117.799(j) is added to read as follows:

§ 117.799 Long Island, New York Inland Waterway from East Rockaway Inlet to Shinnecock Canal.

* * * * *

(j) The draw of the existing and proposed LIRR (Wreck Lead) bridges, mile 4.4, at Island Park, New York need not be opened for the passage of vessels from 9 a.m., March 23, 1988 through 5 p.m., April 22, 1988 inclusive, to effect replacement of the new and removal of the old bridge.

Dated: January 22, 1988.

R.L. Johanson,

Rear Admiral, U.S. Coast Guard, Commander,
First Coast Guard District.

[FR Doc. 88-2006 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-14-M

Notices

Federal Register

Vol. 53, No. 20

Monday, February 1, 1988

This section of the FEDERAL REGISTER contains documents other than rules or proposed rules that are applicable to the public. Notices of hearings and investigations, committee meetings, agency decisions and rulings, delegations of authority, filing of petitions and applications and agency statements of organization and functions are examples of documents appearing in this section.

DEPARTMENT OF COMMERCE

International Trade Administration

Antidumping or Countervailing Duty Order, Finding, or Suspended Investigation; Opportunity To Request Administrative Review

AGENCY: International Trade Administration, Import Administration, Department of Commerce.

ACTION: Notice of opportunity to request administrative review of antidumping or countervailing duty order, finding, or suspended investigation.

Background

Each year during the anniversary month of the publication of an antidumping or countervailing duty order, finding, or suspension of investigation, an interested party as defined in section 771(9) of the Tariff Act of 1930 may request, in accordance with § 353.53a or § 355.10 of the Commerce Regulations, that the Department of Commerce ("the Department") conduct an administrative review of that antidumping or countervailing duty order, finding, or suspended investigation.

Opportunity To Request a Review

Not later than February 29, 1988, interested parties may request administrative review of the following orders, findings, or suspended investigations, with anniversary dates in February for the following periods:

Antidumping Duty Proceeding	Period
Birch 3-Ply Doorskins from Japan.....	02/01/87-01/31/88
Certain Carbon Steel Butt-Weld Pipe Fittings from Japan.....	08/11/86-01/31/88
Melamine from Japan.....	02/01/87-01/31/88

Antidumping Duty Proceeding	Period
Natural-Bristle Paint Brushes and Brush Heads from the People's Republic of China.....	02/01/87-01/31/88
Racing Plates from Canada.....	02/01/87-01/31/88
Railway Track Maintenance Equipment from Austria.....	02/01/87-01/31/88

Countervailing Duty Proceeding	Period
Carbon Steel Wire Rods from Saudi Arabia.....	01/01/87-12/31/87
Cotton Sheeting and Sateen from Peru.....	01/01/87-12/31/87
Cotton Yarn from Peru.....	01/01/87-12/31/87

Suspended Investigation	Period
Unprocessed Float Glass from Mexico.....	01/01/87-12/31/87
Yarns of Polypropylene Fibers from Mexico.....	01/01/87-12/31/87

Seven copies of the request should be submitted to the Acting Assistant Secretary for Import Administration, International Trade Administration, Room B-099, U.S. Department of Commerce, Washington, DC 20230.

The Department will publish in the *Federal Register* a notice of "Initiation of Antidumping (Countervailing) Duty Administrative Review," for requests received by February 29, 1988.

If the Department does not receive by February 29, 1988 a request for review of entries covered by an order or finding listed in this notice and for the period identified above, the Department will instruct the Customs Service to assess antidumping or countervailing duties on those entries at a rate equal to the cash deposit of (or bond for) estimated antidumping or countervailing duties required on those entries at the time of entry, or withdrawal from warehouse, for consumption and to continue to collect the cash deposit previously ordered.

This notice is not required by statute, but is published as a service to the international trading community.

Joseph A. Spetrini,
Acting Assistant Secretary for Import Administration.

Date: January 25, 1988.

[FR Doc. 88-2002 Filed 1-29-88; 8:45 am]

BILLING CODE 3510-DS-M

[A-588-704]

Preliminary Determination of Sales at Less Than Fair Value; Brass Sheet and Strip from Japan

AGENCY: Import Administration, International Trade Administration, Commerce.

ACTION: Notice.

SUMMARY: We preliminarily determine that brass sheet and strip from Japan are being, or are likely to be, sold in the United States at less than fair value. We have notified the U.S. International Trade Commission (ITC) of our determination and have directed the U.S. Customs Service to suspend liquidation of all entries of brass sheet and strip from Japan as described in the "Suspension of Liquidation" section of this notice. If this investigation proceeds normally, we will make a final determination by April 11, 1988.

EFFECTIVE DATE: February 1, 1988.

FOR FURTHER INFORMATION CONTACT: Michael J. Ready or Paul H. Tambakis, Office of Investigations, Import Administration, International Trade Administration, U.S. Department of Commerce, 14th Street and Constitution Avenue NW., Washington, DC 20230; telephone: (202) 377-2613 or 377-4136.

SUPPLEMENTARY INFORMATION:

Preliminary Determination

We preliminarily determine that brass sheet and strip from Japan are being, or are likely to be, sold in the United States at less than fair value, as provided in section 733 of the Tariff Act of 1930, as amended (19 U.S.C. 1673b) (the Act). The estimated weighted-average margins are shown in the "Suspension of Liquidation" section of this notice.

Case History

Since our notice of initiation (52 FR 30412), the following events have occurred: On September 3, 1987, the ITC determined that there is a reasonable indication that a U.S. industry is materially injured by reason of imports or brass sheet and strip from Japan (52 FR 3424).

On September 11, 1987, we presented antidumping duty questionnaires to Nippon Mining Co., Ltd. (NMC), Sambo

Copper Alloy Co., Ltd. (Sambo), Mitsubishi Shindoh Co., Ltd., (Mitsubishi), and Kobe Steel, Ltd. (Kobe), which accounted for approximately 90 percent of the exports of brass sheet and strip from Japan to the United States during the period of investigation.

We received responses to these questionnaires from NMC and Sambo. After reviewing the responses, we sent our deficiency questionnaires and received supplemental responses from NMC and Sambo. Additional deficiency letters were sent to those respondents during November and December. These responses were received by the Department prior to this determination.

On December 1, 1987, petitioners requested a postponement of the preliminary determination. On December 4, 1987, in accordance with section 733(c)(1)(A) of the Act, we postponed the preliminary determination until January 26, 1988 (52 FR 46805, December 10, 1987).

On December 24, 1987, petitioners alleged that NMC's home market sales of brass sheet and strip were being made at prices that were below their costs of production. Given the timing of this allegation, we were unable to consider it for the preliminary determination. We will address this allegation in our final determination.

Scope of Investigation

The United States has developed a system of tariff classification based on the international harmonized system of Customs nomenclature. The U.S. Congress is considering legislation to convert the United States to this Harmonized System (HS). In view of this proposal, we will be providing both the appropriate Tariff Schedules of the United States annotated (*TSUSA*) item numbers and the appropriate HS item numbers with our product descriptions on a test basis pending Congressional approval. As with the *TSUSA*, the HS item numbers are provided for convenience and Customs purposes. The written description remains dispositive.

We are requesting petitioners to include the appropriate HS item number(s) as well as the (*TSUSA*) item number(s) in all new petitions filed with the Department. A reference copy of the proposed HS schedule is available for consultation at the Central Records Unit, Room B-099, U.S. Department of Commerce, 14th Street and Constitution Avenue NW., Washington, DC 20230. Additionally, all Customs officers have reference copies and petitioners may

contact the Import Specialist at their local Customs office to consult the schedule.

The products covered by this investigation are brass sheet and strip, other than leaded brass and tin brass and strip, currently provided for under the *TSUSA* item numbers 612.3960, 612.3982, and 612.3986, and currently classifiable under HS item numbers 7409.21.0050, 7409.21.0075, 7409.29.0050, and 7409.29.0075.

The chemical compositions of the products under investigation are currently defined in the Copper Development Association (C.D.A.) 200 series or the Unified Numbering System (U.N.S.) C20000 series. Products whose chemical compositions are defined by other C.D.A. or U.N.S. series are not covered by this investigation.

Period of Investigation

Following a request by Sambo and analysis of sales and shipment data by the respondents, we noted that the bulk of Sambo's sales are made pursuant to long-term blanket contracts, most of which would not be captured by our February 1, 1987-July 31, 1987 period of investigation. Consequently, we extended the period of investigation for Sambo to October 1, 1986-July 31, 1987, as permitted by 19 CFR 353.38(a). No such extension was warranted for the other respondents, so their period of investigation remains from February 1, 1987 to July 31, 1987.

Such or Similar Comparisons

We have determined that all of the brass sheet and strip under investigation constitutes the same class or kind of merchandise and differences between types of brass are not significant enough to warrant separate "such or similar" comparisons. Therefore, the brass sheet and strip was considered one "such or similar" category.

In order to select the most similar products, we made comparisons of merchandise based on grade (chemical composition), gauge, width, coating (tinned or nontinned), temper and packed form (coil, cut-to-length or traverse-wound).

For merchandise where there were no identical products with which to compare a product sold to the United States, we made adjustments to similar merchandise to account for differences in the physical characteristics of the merchandise, in accordance with section 773(a)(4)(C) of the Act. Where adjustments were not provided by the respondents, we used the best

information otherwise available in making the product comparisons.

Fair Value Comparisons

To determine whether sales of brass sheet and strip from Japan to the United States were made at less than fair value, we compared the United States price to the foreign market value as specified below. Where a company has failed to respond to our questionnaire, in accordance with section 776(b) of the Act, we have determined that it is appropriate for this preliminary determination to assign that company the higher of either (1) the rate calculated from information supplied in the petition, or (2) the rate for the respondent with the highest margin of all respondents that supplied adequate responses. For Mitsubishi and Kobe, the margin was based on information from the petition as best information available.

United States Price

Since all sales were made directly to unrelated parties prior to importation into the United States, we based the United States price on purchase price, in accordance with section 772(b) of the Act.

We calculated purchase price based on the packed c & f or c.i.f. duty unpaid prices to unrelated customers in the United States. We made deductions from purchase price, where appropriate, for foreign inland freight, export brokerage, ocean freight, and marine insurance, in accordance with section 772(d)(2) of the Act. We made an addition to purchase price for duty drawback (i.e., import duties which were not collected by reason of the exportation of the merchandise to the United States) pursuant to section 772(d)(1)(B) of the Act.

Foreign Market Value

In accordance with section 773(a) of the Act, we calculated foreign market value based on packed delivered prices to unrelated customers in the home market. We made deductions from the home market price, where appropriate, for inland freight and rebates. In order to adjust for differences in packing between the U.S. and home markets, we deducted the home market packing cost from the foreign market value and added U.S. packing costs.

We made adjustments to the home market price, where appropriate, for differences in credit expenses and warranties, pursuant to 19 CFR 353.15.

Where information was provided, we made further adjustments to the home market price to account for differences in the physical characteristics of the merchandise in accordance with section 773(a)(4)(C) of the Act. Where no such information was provided by respondents for certain product characteristics, the Department used the best information otherwise available and selected most similar merchandise on the basis of cost. As an example, with all product characteristics matched except for gauge, U.S. merchandise was compared to the next thinnest (more costly) home market merchandise.

The credit expense formulas used by Sambo and NMC were inconsistent with Departmental practice. We recalculated credit expenses for these respondents based on the actual number of days from shipment date to payment date.

We disallowed technical service expenses claimed by NMC in the home market because NMC did not sufficiently demonstrate that these expenses were directly related to the sales in question. We will seek further information at verification.

Sambo claimed a quantity surcharge adjustment for certain home market sales. We are disallowing this claim because it has not been sufficiently quantified. We will seek further information at verification and consider it for purposes of our final determination.

Sambo has also made claims for indirect selling expenses and inventory carrying costs in the home market. We denied these adjustments because no claim was made for commissions in the U.S. market in accordance with 19 CFR 353.15(c).

Currency Conversion

For comparisons involving purchase price transactions, we made currency conversions in accordance with 19 CFR 353.56(a)(1). All currency conversions were made at the rates certified by the Federal Reserve Bank of New York.

Verification

We will verify the information used in making our final determination in accordance with section 776(a) of the Act.

Suspension of Liquidation

In accordance with section 733(d) of the Act, we are directing the U.S. Customs Service to suspend liquidation of all entries of brass sheet and strip from Japan that are entered or withdrawn from warehouse, for consumption, on or after the date of publication of this notice in the *Federal Register*. The U.S. Customs Service

shall require a cash deposit or posting of a bond equal to the estimated amounts by which the foreign market value of brass sheet and strip from Japan exceeds the United States price as shown below. This suspension of liquidation will remain in effect until further notice. The weighted-average margins are as follows:

Manufacturer/Producer/Exporter	Weighted-average margin percentage (percent)
Nippon Mining Co., Ltd.....	24.89
Sambo Copper Alloy Co., Ltd.....	14.36
Mitsubishi Shindoh Co., Ltd.....	33.25
Kobe Steel, Ltd.....	33.25
All Others.....	24.98

This suspension of liquidation covers imports of brass sheet and strip meeting the definition outlined in the "Scope of Investigation" section of this notice.

ITC Notification

In accordance with section 733(f) of the Act, we have notified the ITC of our determination. In addition, we are making available to the ITC all nonprivileged and nonproprietary information relating to this investigation. We will allow the ITC access to all privileged and business proprietary information in our files, provided the ITC confirms that it will not disclose such information, either publicly or under administrative protective order, without the written consent of the Acting Assistant Secretary for Import Administration.

The ITC will determine whether these imports are materially injuring, or threaten material injury to, a U.S. industry before the later of 120 days after the date of this determination or 45 days after the final determination, if affirmative.

Public Comment

In accordance with 19 CFR 353.47, if requested, we will hold a public hearing to afford interested parties an opportunity to comment on this preliminary determination at 10:00 a.m. on March 15, 1988, at the U.S.

Department of Commerce, Room 3708, 14th Street and Constitution Avenue NW., Washington, DC 20230. Individuals who wish to participate in the hearing must submit a request to the Acting Assistant Secretary for Import Administration, Room B-099, at the above address within ten days of the publication of this notice. Requests should contain: (1) The party's name, address and telephone number; (2) the

number of participants; (3) the reasons for attending; and (4) a list of the issues to be discussed.

In addition, prehearing brief in at least ten copies must be submitted to the Acting Assistant Secretary by March 8, 1988. Oral presentations will be limited to issues raised in the briefs. All written views should be filed in accordance with 19 CFR 353.46, at the above address, in at least ten copies, not less than 30 days before the date of the final determination, or, if a hearing is held, within seven days after the hearing transcript is available.

This determination is published pursuant to section 733(f) of the Act (19 U.S.C. 1673b(f)).

Joseph A. Spetrini,

Acting Assistant Secretary for Import Administration.

January 26, 1988.

[FR Doc. 88-2003 Filed 1-29-88; 8:45 am]

BILLING CODE 3510-DS-M

Fiber Optics Subcommittee, Telecommunications Equipment, Technical Advisory Committee; Open Meeting

A meeting of the Fiber Optics Subcommittee of the Telecommunications Equipment Technical Advisory Committee will be held February 23, 1988, 2:30 p.m., Herbert C. Hoover Building, Room B-841, 14th Street and Constitution Avenue, NW., Washington, DC. The Fiber Optics Subcommittee was formed to study fiber optic communications equipment with the goal of making recommendations to the Office of Technology & Policy Analysis relating to the appropriate parameters for controlling exports for reasons of national security.

Agenda

1. Opening remarks by the Chairman.
2. Presentation of papers or comments by the public.

The meeting will be open to the public and a limited number of seats will be available. To the extent time permits, members of the public may present oral statements to the Subcommittee. Written statements may be submitted at any time before or after the meeting.

For further information or copies of the minutes, please call Betty Ferrell at (202) 377-4959.

Date: January 25, 1988.

Betty Anne Ferrell,

Acting Director, Technical Support Staff,
Office of Technology & Policy Analysis.

[FR Doc. 88-1925 Filed 1-29-88; 8:45 am]

BILLING CODE 3510-DT-M

Switching Subcommittee of the Telecommunications Equipment Technical Advisory Committee; Open Meeting

A meeting of the Switching Subcommittee of the Telecommunications Equipment Technical Advisory Committee will be held February 24, 1988, 9:30 a.m. Herbert C. Hoover Building, Room B-841, 14th Street and Constitution Avenue, NW., Washington, DC. The Switching Subcommittee was formed to study computer controlled switching equipment with the goal of making recommendations to the Office of Technology & Policy Analysis relating to the appropriate parameters for controlling exports for reasons of national security.

Agenda

1. Opening remarks by the Chairman.
2. Presentation of papers or comments by the public.

The meeting will be open to the public and a limited number of seats will be available. To the extent time permits, members of the public may present oral statements to the Subcommittee. Written statements may be submitted at any time before or after the meeting.

For further information or copies of the minutes, call Betty Ferrell at (202) 377-4959.

Date: January 25, 1988.

Betty Anne Ferrell,

Acting Director, Technical Support Staff,
Office of Technology & Policy Analysis.

[FR Doc. 88-1927 Filed 1-29-88; 8:45 am]

BILLING CODE 3510-DT-M

Telecommunications Equipment Technical Advisory Committee; Open Meeting

A meeting of the Telecommunications Equipment Technical Advisory Committee will be held February 23, 1988, 9:30 a.m. Herbert C. Hoover Building, Room B841, 14th Street and Constitution Avenue, NW., Washington, DC. The Committee advises the Office of Technology and Policy Analysis with respect to technical questions that affect

the level of export controls applicable to telecommunications and related equipment or technology.

Agenda

1. Opening remarks by the Chairman.
2. Presentation of papers or comments by the public.
3. Election of Chairman.

The meeting will be open to the public and a limited number of seats will be available. To the extent time permits, members of the public may present oral statements to the Committee. Written statements may be submitted at any time before or after the meeting.

For further information or copies of the minutes, call Betty Ferrell at (202) 377-4959.

Date: January 25, 1988.

Betty Anne Ferrell,

Acting Director, Technical Support Staff,
Office of Technology and Policy Analysis.

[FR Doc. 88-1926 Filed 1-29-88; 8:45 am]

BILLING CODE 3510-DT-M

National Oceanic and Atmospheric Administration

National Fish and Seafood Promotional Council; Meeting

AGENCY: National Marine Fisheries Service (NMFS), NOAA, Commerce

Time and Date: The meeting will convene at 8:15 a.m., February 15, 1988, and adjourn at approximately 12:30 p.m. February 16, 1988.

Place: Westgate Hotel, 1055 2nd Avenue, San Diego, California 92101.

Status: NOAA announces a meeting of the National Fish and Seafood Promotional Council (NFSPC). The NFSPC, consisting of 15 industry members and the Secretary of Commerce as a non voting member, was established by the Fish and Seafood Promotion Act of 1986 to carry out programs to promote the consumption of fish and seafood and improve the competitiveness of the U.S. fishing industry.

The NFSPC is required to submit an annual plan to the Secretary of Commerce for his approval that describes the marketing activities it intends to carry out. Funding for NFSPC activities are provided for through Congressional appropriations and private donations.

Matters To Be Considered

Portion Opened to the Public: February 15, 1988, 8:45 a.m.—12:15 p.m.—1988 Marketing Plan Options, Market Research Needs and Methodologies.

February 16, 1988, 9:15 a.m.—1:00 p.m., Budget, Administrative and Legal Issues, Export Promotion Activities, Model Seafood Surveillance Program, Summary Discussion on Council Staffing Requirements and 1988 Marketing Plan.

Portion Closed to the Public: February 15, 1988, 8:15 a.m.—8:45 a.m.—Internal NFSPC Policy issues; 12:15 p.m.—5:00 p.m.—Working Lunch, Concurrent Meetings of the Marketing Plan, Market Research, Policy, Fund Raising, and Operations Committees.

February 16, 1988, 8:30 a.m.—9:15 a.m.—Fisheries Trade Issues.

FOR FURTHER INFORMATION CONTACT:

Bruce C. Morehead, Interim Executive Director, National Fish and Seafood Promotional Council, Office of Trade and Industry Services, NMFS, Washington, DC 20235, Telephone: (202) 673-5260.

Dated: January 25, 1988.

Carmen J. Blondin,

Director, Office of Trade and Industry Services.

[FR Doc. 88-1991 Filed 1-29-88; 8:45 am]

BILLING CODE 3510-22-M

New England Fishery Management Council; Public Meeting

AGENCY: National Marine Fisheries Service, NOAA, Commerce.

The New England Fishery Management Council will convene a public meeting at the Sheraton Islander Inn, Goat Island, Newport, RI, to discuss reports of the groundfish, scallop, large pelagics, and coastal anadromous committees; an ad hoc committee report on saltwater licenses and user fees, and updates on other fishery management matters. The public meeting will convene February 11, 1988, at 1:30 p.m., and will adjourn in the afternoon of February 12 after agenda items have been completed.

For further information, contact Douglas G. Marshall, Executive Director, New England Fishery Management Council, Suntaug Office Park, 5 Broadway, (Route One), Saugus, MA 01906; telephone: (617) 231-0422.

Dated: January 27, 1988.

Richard H. Schaefer,

Acting Director, Office of Fisheries, Conservation and Management, National Marine Fisheries Service.

[FR Doc. 88-1992 Filed 1-29-88; 8:45 am]

BILLING CODE 3510-22-M

COMMITTEE FOR THE IMPLEMENTATION OF TEXTILE AGREEMENTS

Amendment of an Import Limit and Restraint Period for Certain Cotton and Man-Made Fiber Textile Products Produced or Manufactured in Costa Rica; Correction

January 27, 1988.

In the letter to the Commissioner of Customs published in the *Federal Register* on December 16, 1987 (52 FR 47744) the new twelve-month restraint period for Categories 340/640 should be corrected to read May 3, 1987 through May 2, 1988.

Philip J. Martello,

Acting Chairman, Committee for the Implementation of Textile Agreements.

[FR Doc. 88-2001 Filed 1-29-88; 8:45 am]

BILLING CODE 3510-DR-M

DEPARTMENT OF DEFENSE

Department of the Air Force

Determinations of Active Military Service and Discharge; Civilian or Contractual Personnel

Under the provisions of section 401, Pub. L. 95-202 and DOD Directive 1000.20, "Determinations of Active Military Service and Discharge: Civilian or Contractual Personnel," the Secretary of the Air Force, acting in accordance with authority delegated to him by the Secretary of Defense, determined on January 19, 1988, that the service of the "American Merchant Marine in Oceangoing Service during the Period of Armed Conflict, December 7, 1941, to August 15, 1945," shall be considered "active duty" for the purposes of all laws administered by the Veterans Administration. Although technically not part of the United States Merchant Marine, Civil Service crewmembers aboard U.S. Army Transport Service and Naval Transportation Service vessels in oceangoing service or foreign waters are also included as parts of this approved group.

To be eligible for Veterans Administration benefits, each member of the group must meet the following eligibility criteria:

1. Was employed by the War Shipping Administration or Office of Defense Transportation or their agents as a merchant seaman documented by the U.S. Coast Guard or Department of Commerce (Merchant Mariner's Document/Certificate of Service), or as a civil servant employed by the U.S. Army Transport Service (later

redesignated U.S. Army Transportation Corps, Water Division) or the Naval Transportation Service; and

2. Served satisfactorily as a crew member during the period of armed conflict, December 7, 1941, to August 15, 1945, aboard

(a) Merchant vessels in oceangoing, i.e., foreign, intercoastal, or coastwise service (46 USCA 10301 and 10501) and further to include "near foreign" voyages between the United States and Canada, Mexico, or the West Indies via ocean routes, or

(b) Public vessels in oceangoing service or foreign waters.

Before an individual can receive any Veterans Administration benefits, the person must first apply for an Armed Forces Discharge Certificate by filling out a DD Form 2168 and sending it to one of the following offices:

Merchant Marine: Commandant (GMVP-1/12), United States Coast Guard, Washington, DC 20593-0001.

Army Transport Service: Commander, U.S. Army Reserve Components, Personnel & Administrative Center (PAS-EENC), 9700 Page Boulevard, St. Louis, MO 63132-5200.

Naval Transportation Svc: Naval Military Personnel Command (NMPC-3), Navy Department, Washington, DC 20370-5300.

Forms are available from Veterans Administration Offices, Merchant Marine veterans organizations, and from the offices listed above.

For further information contact Lt. Col. Michael Dandar or Lt. Col. James Pauls at the Secretary of the Air Force Personnel Council (SAF/MRC), Washington, DC 20330-1000, telephone (202) 692-4744.

Patsy J. Conner,

Air Force Federal Register Liaison Officer.

[FR Doc. 88-1967 Filed 1-29-88; 8:45 am]

BILLING CODE 3910-01-M

Department of the Army

Military Traffic Management Command, Military Personal Property Claims Symposium; Open Meeting

Announcement is made of meeting of the Military Personal Property Claims Symposium. This meeting will be held on 18 February 1988 at the Sheraton Crystal City Hotel, Arlington, Virginia, and will convene at 0830 hours and adjourn at approximately 1500 hours.

Proposed Agenda: The purpose of the symposium is to provide an open discussion and free exchange of ideas with the public on procedural changes to Personal Property Traffic Management Regulation, DOD 4500.34-R, and the

handling of other matters of mutual interest concerning the Department of Defense Personal Property Shipment and Storage Program.

All interested persons desiring to submit topics to be discussed should contact the Commander, Military Traffic Management Command, ATTN: MT-PPM, at telephone number 756-1600, between 0800-1530 hours. Topics to be discussed should be received on or before 8 February 1988.

Dated: January 21, 1988.

Joseph R. Marotta,

Colonel, GS, Director of Personal Property.

[FR Doc. 88-1933 Filed 1-29-88; 8:45 am]

BILLING CODE 3710-08-M

DEPARTMENT OF ENERGY

Economic Regulatory Administration

[ERA Docket No. 87-50-NG]

Salmon Resources Ltd.; Order Extending blanket Authorization To Import Natural Gas From Canada and Granting Interventions

AGENCY: Economic Regulatory Administration, DOE.

ACTION: Notice of order extending blanket authorization to import natural gas from Canada.

SUMMARY: The Economic Regulatory Administration (ERA) of the Department of Energy (DOE) gives notice that it has issued an order extending Salmon Resources Ltd.'s (Salmon) existing blanket authorization to import natural gas from Canada. The order issued in ERA Docket No. 87-50-NG authorizes Salmon to import up to 100 Bcf over an additional two-year period for sale in the domestic spot market.

A copy of this order is available for inspection and copying in the Natural Gas Division Docket Room, GA-076, Forrestal Building, 1000 Independence Avenue, SW., Washington, DC, 20585, (202) 586-9478. The docket room is open between the hours of 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

Issued in Washington, DC, January 25, 1988.

Constance L. Buckley,

Director, Natural Gas Division, Office of Fuels Programs, Economic Regulatory Administration.

[FR Doc. 88-1997 Filed 1-29-88; 8:45 am]

BILLING CODE 6450-01-M

[Docket No. ERA-C&E-88-3; OFP Case No. 51025-9393-20-22]

Acceptance of Petition for Exemption and Availability of Certification by Ft. Pierce Utility Authority, Ft. Pierce, FL

AGENCY: Economic Regulatory Administration, DOE.

ACTION: Notice of acceptance.

SUMMARY: On January 6, 1988, Ft. Pierce Utilities Authority (Ft. Pierce or the petitioner) filed a petition with the Economic Regulatory Administration (ERA) of the Department of Energy (DOE) requesting a permanent exemption based on the "lack of alternate fuel supply at a cost which does not substantially exceed the cost of using imported petroleum" for a proposed 34.5 megawatt combined cycle cogeneration unit to be located at their H. D. King Generating Station in Ft. Pierce, Florida, from the prohibitions of Title II of the Powerplant and Industrial Fuel Use Act of 1978 (42 U.S.C. 8301 *et seq.*) ("FUA" or "the Act"). Title II of FUA prohibits both the use of petroleum and natural gas as a primary energy source in any new powerplant and the construction of any such facility without the capability to use an alternate fuel as a primary energy source. Final rules setting forth criteria and procedure for petitioning for exemptions from the prohibitions of Title II of FUA are found in 10 CFR Parts 500, 501, and 503. Final rules setting forth criteria and procedures for petitioning for this type of exemption from the prohibitions of Title II of FUA are found in 10 CFR 503.32.

ERA has determined that the petition appears to include sufficient evidence to support an ERA determination on the exemption request and it is therefore accepted pursuant to 10 CFR 501.3. A review of the petition is provided in the SUPPLEMENTARY INFORMATION section below.

As provided for in section 701(c) and (d) of FUA and 10 CFR 501.31 and 501.33, interested persons are invited to submit written comments in regard to this petition and any interested person may submit a written request that ERA convene a public hearing.

The public file containing a copy of this Notice of Acceptance and Availability of Certification as well as other documents and supporting materials of this proceeding is available upon request though DOE, Freedom of Information Reading Room, 1000 Independence Avenue, SW, Room 1E-190, Washington, DC 20585, from 9:00 a.m. to 4:00 p.m., Monday through Friday, except Federal holidays.

ERA will issue a final order granting or denying the petition for exemption from the prohibitions of the Act within six months after the end of the period for public comment and hearing, unless ERA extends such period. Notice of any such extension, together with a statement of reasons therefor, would be published in the Federal Register.

DATES: Written comments are due on or before March 17, 1988. A request for a public hearing must be made within this same 45-day period.

ADDRESSES: Fifteen copies of written comments or a request for a public hearing shall be submitted to: Case Control Unit, Office of Fuels Programs, Room GA-093, Forrestal Building, 1000 Independence Avenue, SW, Washington, DC 20585.

Docket No. ERA-C&E-88-3 should be printed on the outside of the envelope and the document contained therein.

FOR FURTHER INFORMATION CONTACT:

Ellen Russell, Coal & Electricity Division, Office of Fuels Programs; Economic Regulatory Administration, 1000 Independence Avenue, SW., Room GA-093, Washington, DC 20585, Telephone (202) 586-9624

Steven E. Ferguson, Esq., Office of General Counsel, Department of Energy, Forrestal Building, Room 6A-113, 1000 Independence Avenue, SW., Washington, DC 20585, Telephone (202) 586-6947.

SUPPLEMENTARY INFORMATION: This project is an addition to the Ft. Pierce Utility Authority's H. D. King Generating Station. When completed this unit will be designated Unit No. 9. The proposed facility will consist of a combustion turbine generator with a heat recovery boiler and a steam turbine generator. The combined cycle facility will have a total generating capacity of 34.5 megawatts, all of which will be used to supply baseload power to Ft. Pierce customers. The facility will use natural gas as its primary fuel with a No. 2 fuel oil backup.

Section 212(a)(1)(A)(ii) of the Act provides for a permanent exemption due to lack of an alternate fuel supply at a cost which does not substantially exceed the cost of using imported petroleum.

To qualify, the petitioner, pursuant to 10 CFR 503.32(a), must certify that:

(1) A good faith effort has been made to obtain an adequate and reliable supply of an alternate fuel for use as a primary energy source of the quality and quantity necessary to conform with the design and operational requirements of the proposed unit;

(2) The cost of using such a supply would substantially exceed the cost of using imported petroleum as a primary energy source during the useful life of the proposed unit as defined in § 503.6 (cost calculation) of the regulations;

(3) No alternate power supply exists, as required under § 503.8 of the regulations;

(4) Use of mixtures is not feasible, as required under § 503.9 of the regulations; and

(5) Alternative sites are not available, as required under § 503.11 of the regulations.

In accordance with the evidentiary requirements of § 503.32(b) (and in addition to the certifications discussed above), the petitioner has included as part of its petition:

1. Exhibits containing the basis for the certifications described above; and
2. An environmental impact analysis, as required under 10 CFR 503.13.

In processing this exemption request, ERA will comply with the requirements of the National Environmental Policy Act of 1969 (NEPA); the Council of Environmental Quality's implementing regulations, 40 CFR Part 1500 *et seq.*; and DOE guidelines implementing those regulations, published at 45 FR 20694, March 28, 1980. NEPA compliance may involve the preparation of (1) an Environmental Impact Statement (EIS); (2) an Environmental Assessment; or (3) a memorandum to the file finding that the grant of the requested exemption would not be considered a major Federal action significantly affecting the quality of the environment. If an EIS is determined to be required, ERA will publish a Notice of Intent to prepare an EIS in the Federal Register as soon as practicable. No final action will be taken on the exemption petition until ERA's NEPA compliance has been completed.

The acceptance of the petition by ERA does not constitute a determination that the petitioner is entitled to the exemption requested. That determination will be based on the entire record of this proceeding, including any comments received during the public comment period provided for in this notice.

Issued in Washington, DC, on January 26, 1988.

Robert L. Davies,
Director, Office of Fuels Programs, Economic Regulatory Administration.

[FR Doc. 88-1998 Filed 1-29-88; 8:45 am]

BILLING CODE 6450-01-M

Energy Information Administration**Agency Collections Under Review by the Office of Management and Budget**

AGENCY: Energy Information Administration, DOE.

ACTION: Notice of requests submitted for clearance to the Office of Management and Budget.

SUMMARY: The Energy Information Administration (EIA) has submitted the energy information collection(s) listed at the end of this notice to the Office of Management and Budget (OMB) for approval under provisions of the Paperwork Reduction Act (44 U.S.C. Chapter 35).

The listing does not contain information collection requirements contained in new or revised regulations which are to be submitted under section 3504(h) of the Paperwork Reduction Act, nor management and procurement assistance requirements collected by the Department of Energy (DOE).

Each entry contains the following information: (1) The sponsor of the collection (the DOE component or Federal Energy Regulatory Commission (FERC)); (2) Collection number(s); (3) Current OMB docket number (if applicable); (4) Collection title; (5) Type of request, e.g., new, revision, or extension; (6) Frequency of collection; (7) Response obligation, i.e., mandatory, voluntary, or required to obtain or retain benefit; (8) Affected public; (9) An estimate of the number of respondents per report period; (10) An estimate of the number of responses annually; (11) Annual respondent burden, i.e., an estimate of the total number of hours needed to respond to the collection; and (12) A brief abstract describing the proposed collection and the respondents.

DATE: Comments must be filed on or before March 2, 1988.

ADDRESS: Address comments to the Department of Energy Desk Officer, Office of Information and Regulatory Affairs, Office of Management and Budget, 726 Jackson Place NW., Washington, DC 20503. (Comments should also be addressed to the Office of Statistical Standards, at the address below.)

For Further Information and Copies of Relevant Materials Contact: Carole Patton, Office of Statistical Standards (EI-70), Energy Information Administration, M.S. 1H-023, Forrestal Building, 1000 Independence Ave., SW., Washington, DC 20585, (202) 586-2222.

SUPPLEMENTARY INFORMATION: If you anticipate that you will be submitting comments, but find it difficult to do so

within the period of time allowed by this Notice, you should advise the OMB DOE Desk Officer of your intention to do so as soon as possible. The Desk Officer may be telephoned at (202) 395-3084.

The energy information collection submitted to OMB for review was:

1. Federal Energy Regulatory Commission.
2. FERC-580.
3. 1902-0137.
4. Fuel Purchase Practices.
5. Revision.
6. Biennially.
7. Mandatory.
8. Businesses or other for profit.
9. 67 respondents.
10. 67 responses.
11. 6,030 hours.
12. The information requested is needed to comply with the requirements of section 205(f)(2) of the Federal Power Act for a review "not less frequently than every two year" of "practices * * * to ensure efficient use of resources."

Statutory Authority: Sec. 5(a), 5(b), 13(b), and 52, Pub. L. 93-275, Federal Energy Administration Act of 1974. (15 U.S.C. 764(a), 764(b), 772(b), and 790(a)).

Issued in Washington, DC, January 26, 1988.

Yvonne M. Bishop,

Director, Statistical Standards, Energy Information Administration.

[FR Doc. 88-1999 Filed 1-29-88; 8:45 am]

BILLING CODE 6450-01-M

Federal Energy Regulatory Commission

[Docket No. TA88-3-20-000 & 001]

Algonquin Gas Transmission Co.; Proposed Changes in FERC Gas Tariff

January 26, 1988.

Take notice that Algonquin Gas Transmission Company ("Algonquin") on January 21, 1988, tendered for filing to its FERC Gas Tariff, Second Revised Volume No. 1 the following tariff sheets: Seventeenth Revised Sheet No. 204 Seventeenth Revised Sheet No. 205 Seventh Revised Sheet No. 214

Algonquin states that such tariff sheets are being filed pursuant to section 7 of its Rate Schedule F-3 and F-4 and section 9 of Rate Schedule SS-III to reflect changes in the underlying rates by its suppliers, National Fuel Gas Supply Corporation in Rate Schedule F-3 and Texas Eastern Transmission Corporation in Rate Schedules F-4 and SS-III. The proposed effective date of the above-mentioned tariff sheets is February 1, 1988.

Algonquin notes that a copy of this filing is being served upon each affected party and interested state commission.

Any person desiring to be heard or to protest said filing should file a motion to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street, NE., Washington, DC 20426, in accordance with Rules 211 and 214 of the Commission's Rules of Practice and Procedure (18 CFR 385.211, 385.214). All such motions or protests should be filed on or before February 2, 1988. Protests will be considered by the Commission in determining the appropriate action to be taken but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a motion to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

Lois Cashell,

Acting Secretary.

[FR Doc. 88-1974 Filed 1-29-88; 8:45 am]

BILLING CODE 6717-01-M

[Docket No. RP88-34-001]

ANR Pipeline Co.; Proposed Changes in Gas Tariff

January 26, 1988

Take notice that on January 15, 1988, ANR Pipeline Company (ANR) tendered for filing with the Federal Energy Regulatory Commission ("Commission") Substitute Fourth Revised Sheet No. 570 under Rate Schedule X-64 of Original Revised Volume No. 2 of its F.E.R.C. Gas Tariff, to become effective January 1, 1988

ANR states that this filing has been made to: (a) Reflect the elimination of the 5% inflation adjustment to operating expenses; (b) tie the rate of retrain to the outcome of ANR Docket No. RP86-169 and the depreciation rate to the outcome of HIOS Docket No. RP87-22; and (c) submit ANR's plan for refund resulting from any overaccumulated deferred income taxes, in compliance with Ordering Paragraphs (1), (2) and (3), respectively, of the Commission's December 31, 1987 acceptance in the subject docket.

Any person desiring to be heard or to protest said filing should file a motion to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, DC 20426, in accordance with Rule 211 or Rule 214 of the Commission's Rules of Practice and Procedure (18 CFR 385.211, 385.214). All such motions or protests should be filed on or before February 2, 1988. Protests will be considered by the

Commission in determining the appropriate action to be taken but will not serve to make protestants parties to the proceedings. Any person wishing to become a party to the proceeding must file a motion to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

Lois D. Cashell,

Acting Secretary.

[FR Doc. 88-1975 Filed 1-29-88; 8:45 am]

BILLING CODE 6717-01-M

[Docket No. RP88-45-001]

Arkla Energy Resources; Filing

January 26, 1988.

Take notice that on January 15, 1988, Arkla Energy Resources (AER) tendered for filing First Substitute Third Revised Sheet No. 7 to its FERC Gas Tariff, Original Revised Volume No. 1-A, to be effective February 1, 1988.

AER requested that this tariff sheet be substituted for Third Revised Sheet No. 7 submitted with AER's December 31, 1987 filing. AER states that the substitute tariff sheet does not reflect, as the sheet initially filed erroneously did, a reservation charge for AER's proposed service under Rate Schedule LT.

Any person desiring to be heard or to protest said filing should file a protest or motion to intervene with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, DC 20426, in accordance with Rules 211 and 214 of the Commission's Rules of Practice and Procedure (18 CFR 385.214 or 385.211). All such motions or protests or motions should be filed on or before February 2, 1988. Protests will be considered by it in determining the appropriate action to be taken but will not serve to make protestants parties to the proceeding. Any person wishing to become a party to this proceeding must file a motion to intervene in accordance with the Commission's Rules. Copies of this filing are on file with the Commission and are available for public inspection.

Lois D. Cashell,

Acting Secretary.

[FR Doc. 88-1976 Filed 1-29-88; 8:45 am]

BILLING CODE 6717-01-M

[Docket Nos. RP87-87-002 and RP87-116-002]

Granite State Gas Transmission, Inc.; Tariff Filing

January 26, 1988.

Take notice that on January 19, 1988, Granite State Gas Transmission, Inc.

(Granite State) tendered for filing the following sheets to its FERC Gas Tariff, First Revised Volume No. 1 and Original Volume No. 2:

To be effective October 1, 1987

First Revised Volume No. 1

Thirteenth Revised Sheet No. 8
Substitute First Revised Sheet No. 83

Original Volume No. 2

Third Substitute Seventh Revised Sheet No. 27

To be effective November 27, 1987

Original Volume No. 2

Second Substitute Eighth Revised Sheet No. 27

To be effective January 1, 1988

First Revised Volume No. 1

Fourteenth Revised Sheet No. 8
First Revised Sheet No. 32
Original Sheet No. 33
Original Sheet No. 34

Granite State states that the revised states and tariff provisions are applicable to storage services under its Rate Schedules GSS and S-1 rendered to its two affiliated distribution company customers, Bay State Gas Company (Bay State) and Northern Utilities, Inc. (Northern Utilities), and to a transportation service provided Northern Utilities under its Rate Schedule T-3.

Granite State further states that it submitted revised tariff sheets on November 4, 1987 which, *inter alia*, established an annual charges adjustment (ACA) applicable to its jurisdiction sales to Bay State and Northern Utilities, effective October 1, 1987, in compliance with Order No. 472, *et seq.* These tariff sheets were accepted by letter order dated December 17, 1987, subject to the condition that an ACA charge be included in Rate Schedule T-3 for the transportation service rendered Northern Utilities. Granite State also states that the revised tariff sheets that it submitted on November 27, 1987, in Docket No. RP87-87-000, which changed the rate for service under Rate Schedule T-3, did not include an ACA charge. Accordingly, Granite State has included an ACA charge in Rate Schedule T-3 and has added an ACA charge to the change in Rate Schedule T-3 that was filed in Docket No. RP87-87-000.

According to Granite State, it provides storage service for Bay State under Rate Schedule GSS in a storage facility operated by Consolidated Gas Transmission Company (Consolidated). Granite State is authorized to track Consolidated's rate changes in its own

Rate Schedule GSS.¹ Granite State states that Consolidated filed an ACA charge applicable to the withdrawal charge under its Rate Schedule GSS in Docket No. RP87-111-000, and Granite State has tracked this charge in this filing.

Granite State also states that it provides storage services for Bay State and Northern Utilities under Rate Schedule S-1 in a facility owned by Penn-York Energy Corporation (Penn-York). Granite State is authorized to track Penn-York's rate changes in its own Rate Schedule S-1.² Granite State states that Penn-York has filed revised rates and other provisions applicable to its Rate Schedule S-1 service in Docket No. RP87-78-000, and Granite State has tracked these changes in this filing.

A copy of the filing has been served upon Granite State's jurisdictional customers, Bay State and Northern Utilities, on the regulatory commissions of the States of Maine, Massachusetts and New Hampshire, and on each of the intervenors in Docket No. RP87-87-000.

Any person desiring to be heard or to protest said filing should file a motion to intervene or a protest with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, DC 20426, in accordance with Rules 214 and 211 of the Commission's Rules of Practice and Procedure. All such motions or protests should be filed on or before February 2, 1988. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a motion to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

Lois D. Cashell,

Acting Secretary.

[FR Doc. 88-1977 Filed 1-29-88; 8:45 am]

BILLING CODE 6717-01-M

[Docket No. RP88-25-003]

South Georgia Natural Gas Co.; Proposed Changes in FERC Gas Tariff

January 26, 1988.

Take notice that on January 15, 1988, South Georgia Natural Gas Company (South Georgia) tendered for filing the following tariff sheets to its FERC Gas

¹ Tennessee Gas Pipeline Co., *et al.*, 18 FERC ¶ 61,013 (1982).

² Granite State Gas Transmission, Inc., 21 FERC ¶ 61,199 (1982).

Tariff, First Revised Volume No. 1, to be effective December 1, 1987:

First Revised Sheet Nos. 16B-16D
 First Revised Sheet Nos. 16G-16O
 First Revised Sheet Nos. 16R-16T
 First Revised Sheet Nos. 16W-16Z
 First Revised Sheet Nos. 16AA-16EE
 First Revised Sheet No. 34I
 First Revised Sheet Nos. 34L-34O
 First Revised Sheet Nos. 34S-34W
 First Revised Sheet No. 34Y
 First Revised Sheet Nos. 42B-42C
 First Revised Sheet Nos. 42E-42F
 First Revised Sheet No. 42K
 First Revised Sheet Nos. 42N-42O
 First Revised Sheet Nos. 42Q-42R
 First Revised Sheet Nos. 42W

South Georgia states that on November 16, 1987, it filed in this proceeding revisions to its FERC Gas Tariff to establish as part of its Tariff Rate Schedules FT and IT, the General Terms and Conditions for Rate Schedules FT and IT, and Forms of Service Agreement under Rate Schedules FT and IT. On December 16, 1987, the Commission issued its Order Accepting Filing and Suspending Tariff Sheets, Subject to Refund and Conditions, Granting Waiver of Notice Requirement and Convening Technical Conference (Order). Ordering Paragraph (A) required South Georgia to file within 30 days of the date of the issuance of the Order to make revisions prescribed by the Order. Accordingly, South Georgia has submitted the revised tariff sheets listed above and has requested a waiver of the Commission's Regulations to make the revised sheets effective December 1, 1987.

South Georgia states that copies of the filing were mailed to all of South Georgia's jurisdictional purchasers, shippers, and interested state commissions, as well as the parties listed on the Commission's official service list compiled in this proceeding.

Any person desiring to be heard or to protest said filing should file a motion to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, DC 20426, in accordance with the Commission's Rules of Practice and Procedure (18 CFR 385.211 or 385.214). All such motions or protests should be filed on or before February 2, 1988. Protests will be considered by the Commission in determining the appropriate action to be taken but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a motion to intervene. Copies of this filing are on file

with the Commission and are available for public inspection.

Lois D. Cashell,
 Acting Secretary.
 [FR Doc. 88-1978 Filed 1-29-88; 8:45 am]
 BILLING CODE 6717-01-M

[Docket No. RP88-17-003]

Southern Natural Gas Co.; Compliance Filing

January 26, 1988.

Take notice that on January 6, 1988, Southern Natural Gas Company (Southern) tendered for filing First Revised Sheet No. 30N to its FERC Gas Tariff, Sixth Revised Volume No. 1, to be effective December 1, 1987.

Southern states that First Revised Sheet No. 30N was inadvertently omitted from its filing of December 14, 1987.

Any person desiring to be heard or to protest said filing should file a protest or motion to intervene with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, DC 20426, in accordance with Rules 211 and 214 of the Commission's Rules of Practice and Procedure (18 CFR 385.214 or 385.211). All such protests or motions should be filed on or before February 3, 1988. Protests will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to this proceeding must file a motion to intervene in accordance with the Commission's Rules. Copies of this filing are on file with the Commission and are available for public inspection.

Lois D. Cashell,
 Acting Secretary.
 [FR Doc. 88-1979 Filed 1-29-88; 8:45 am]
 BILLING CODE 6717-01-M

[Docket Nos. RP88-5-004 and RP88-37-001]

Transcontinental Gas Pipe Line Corp.; Tariff Filing

January 26, 1988.

Take Notice that on January 22, 1988, Transcontinental Gas Pipe Line Corporation (Transco) tendered for filing the following sheets to its FERC Gas Tariff, Second Revised Volume No. 1:

Substitute Second Revised Sheet No. 196
 Substitute First Revised Sheet No. 196-A
 Substitute Original Sheet Nos. 199-I,
 199-O, and 199-P
 Substitute First Revised Sheet Nos. 219-A and 259

Substitute Original Sheet Nos. 260 through 262

Original Sheet Nos. 263 and 264
 Substitute Second Revised Sheet No. 373
 Substitute Original Sheet No. 381

Transco states that on November 30, 1987, it filed with the Commission in Docket No. RP88-5-002, original and revised tariff sheets in compliance with the Commission's order issued October 29, 1987 in Docket No. RP88-5-000, which required Transco to make certain revisions to its Rate Schedule FT and to file terms and conditions governing interruptible transportation of gas pursuant to Part 284 of the Commission's regulations. Transco states that the tendered tariff sheets setting forth Rate Schedule IT included, *inter alia*, provisions requiring the buyer to provide Transco with certain information to implement the take-or-pay crediting mechanisms of Order No. 500, *et seq.* On December 2, 1987, Transco filed with the Commission in Docket No. RP88-37-000, revised tariff sheets to Rate Schedule FT which included provisions requiring the buyer to provide the same Order No. 500 information as that which had been set forth in Rate Schedule IT.

On December 31, 1987, the Commission issued an order accepting Transco's November 30 and December 2 tariff filings, subject to refund and conditions. Transco states that the instant filing is made in compliance with ordering paragraph (C) of that order.

Transco also states that since August 13, 1987, it has been providing interruptible transportation service pursuant to operating procedures similar to those proposed by Transco in its November 30, 1987 filing in Docket No. RP88-5-002. Specifically, Transco states that it has offered to provide and has provided, interruptible transportation under terms whereby capacity is allocated to shippers monthly, with capacity allocated among shippers within the same priority class on a ratable basis. Transco states that under the circumstances, it would be unfair to shippers who have requested capacity on Transco's system based on their belief that capacity would be allocated in such manner to allocate capacity to these shippers on a first come, first served basis ties to a historical period which has already occurred under different assumptions and actual operations. Therefore, to provide all potential shippers with fair notice and opportunity to nominate capacity; Transco proposes a forward-looking "window" period, whereby all shippers requesting interruptible service within 21 days of the date of a Commission

order accepting the IT rate schedule tariff sheets included in the instant filing would be treated equally with all shippers who have requested such service since August 13, 1987. If and when capacity allocation is necessary, Transco states that all shippers who have requested service within the window period would be ratably served. Transco further states that shippers requesting interruptible service after the window period would be offered priority rights on a first come, first served basis.

A copy of the filing has been served upon each of Transco's jurisdictional customers.

Any person desiring to be heard or to protest said filing should file a motion to intervene or a protest with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, DC 20426, in accordance with Rules 214 and 211 of the Commission's Rules of Practice and Procedure. All such motions or protests should be filed on or before February 2, 1988. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a motion to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

Lois D. Cashell,
Acting Secretary.

[FR Doc. 88-1980 Filed 1-29-88; 8:45 am]
BILLING CODE 6717-01-M

[Docket No. CP87-308-001]

United Gas Pipe Line Co.; Petition To Amend

January 27, 1988.

Take notice that on January 13, 1988, United Gas Pipe Line Company (United), P.O. Box 1478, Houston, Texas 77251-1478, filed in Docket No. CP87-308-001, a petition pursuant to sections 7(b) and 7(c) of the Natural Gas Act to amend its certificate of public convenience and necessity issued in Docket No. CP87-308-000 on September 28, 1987, so as to authorize the construction and operation of facilities and for the issuance of an order permitting and approving abandonment of other, older facilities, all as more fully set forth in the petition which is on file with the Commission and open to public inspection.

United states that in a filing made on February 19, 1987 in Docket No. CP87-214-000, authorization is sought to construct and operate 50.16 miles of new 24-inch pipeline and to abandon by removal 53.9 miles of old 18-inch

pipeline and 16.6 miles of other, smaller diameter old pipeline.

United is seeking Commission approval to alter the construction timetable set out in the Docket No. CP87-214-000 filing, so as to promptly perform a needed 1.52 mile pipeline replacement to its existing 16-inch Baton Rouge—New Orleans Main Line located in St. Charles Parish, Louisiana, to begin at the east levee of the Bonnet Carre Spillway and to extend in a generally south easterly direction, to pass predominantly through residential and commercial locations, including the yard of Shell's Norco Refinery for which authority has already been obtained in Docket No. CP87-308-000, and to end at a point near the Good Hope Road location.

Any person desiring to be heard or to make any protest with reference to said petition to amend should on or before February 17, 1988, file with the Federal Energy Regulatory Commission, Washington, DC 20426, a motion to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 385.214 or 385.211) and the Regulations under the Natural Gas Act (18 CFR 157.20). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a motion to intervene in accordance with the Commission's Rules.

Lois D. Cashell,
Acting Secretary.

[FR Doc. 88-1981 Filed 1-28-88; 8:45 am]
BILLING CODE 6717-01-M

[Docket Nos. TA88-2-57-002, -001, -000]

Western Transmission Corp.; Notice of Filing

January 26, 1988.

Take notice that Western Transmission Corporation (Western) on January 14, 1988, tendered for filing Second Substitute Thirtieth Revised Sheet No. 3-A to its FERC Gas Tariff, Original Volume No. 1, to be effective February 1, 1988.

Western states that this Second Substitute Thirtieth Revised Sheet No. 3-A has been filed to correct the current adjustment column in its Statement of Rates to be 4.00 cents. The current adjustment was incorrectly stated on Thirtieth Revised Sheet No. 3-A and Substitute Thirtieth Revision Sheet No.

3-A, respectively, as previously filed on January 4, 1988 and January 12, 1988, respectively.

Any person desiring to be heard or to protest said filing should file a motion to intervene or a protest with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, DC 20426, in accordance with Rules 214 and 211 of the Commission's Rules of Practice and Procedure (18 CFR 385.214, 385.211). All such motions or protests should be filed on or before February 2, 1988. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a motion to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

Lois D. Cashell,
Acting Secretary.

[FR Doc. 88-1982 Filed 1-29-88; 8:45 am]
BILLING CODE 6717-01-M

[Docket No. CP88-165-000]

Williams Natural Gas Co.; Request Under Blanket Authorization

January 25, 1988.

Take notice that on January 14, 1988, Williams Natural Gas Company (Williams), P.O. Box 3288, Tulsa, Oklahoma 74101, filed in Docket No. CP88-165-000 a request pursuant to § 157.205 of the Commission's Regulations under the Natural Gas Act (18 CFR 157.205) for authorization to abandon certain facilities and to construct and operate certain other facilities, all located in Ottawa County, Oklahoma, under the certificate issued in Docket No. CP82-479-000 pursuant to section 7 of the Natural Gas Act, all as more fully set forth in the request which is on file with the Commission and open to public inspection.

Williams proposes to abandon by reclaim measuring, regulating and appurtenant facilities for two town border setting in Miami and North Miami, Oklahoma. Williams proposes to abandon by sale to KPL Gas Service (KPL) a 1.4 mile segment of 6-inch lateral line. Williams proposes to construct and operate replacement measuring, regulating and appurtenant facilities at the site of the Miami town border. It is stated that the proposed abandonments and construction would enable Williams to consolidate two town border settings into one and to sell to KPL the lateral line which Williams states is more

appropriately a part of KPL's distribution system.

It is stated that the estimated cost of reclaiming the abandoned facilities is \$6,210. It is further stated that the estimated salvage value of facilities which cannot be reclaimed is \$5,850 and that the sale price of the lateral line is \$1,758. It is stated that the estimated construction cost of the replacement facilities is \$53,530.

It is asserted that there would be no disruption of service resulting from the proposed changes. It is explained that two of the customers served from the lateral line are already customers of KPL and that the third customer served from the line has agreed to receive service from KPL. Williams states that the proposed changes would not result in increased deliveries to KPL and would not cause the deliveries to exceed KPL's authorized entitlement from Williams.

Any person or the Commission's staff may, within 45 days after issuance of the instant notice by the Commission, file pursuant to Rule 214 of the Commission's Procedural Rules (18 CFR 385.214) a motion to intervene or notice of intervention and pursuant to § 157.205 of the Regulations under the Natural Gas Act (18 CFR 157.205) a protest to the request. If no protest is filed within the time allowed therefor, the proposed activity shall be deemed to be authorized effective the day after the time allowed for filing a protest. If a protest is filed and not withdrawn within 30 days after the time allowed for filing a protest, the instant request shall be treated as an application for authorization pursuant to section 7 of the Natural Gas Act.

Lois D. Cashell,
Acting Secretary.

[FR Doc. 88-1983 Filed 1-29-88; 8:45 am]

BILLING CODE 6717-01-M

FEDERAL HOME LOAN BANK BOARD

[No. AC-689; FHLBB No. 3148]

Home Federal Savings and Loan Association of Salisbury, Salisbury, NC; Final Action; Approval of Conversion Application

Date: January 27, 1988.

Notice is hereby given that on January 25, 1988, the Office of the General Counsel of the Federal Home Loan Bank Board, acting pursuant to the authority delegated to the General Counsel or his designee, approved the application of Home Federal Savings and Loan Association of Salisbury, Salisbury, North Carolina, for permission to

convert to the stock form of organization. Copies of the application are available for inspection at the Office of the Secretariat at the Federal Home Loan Bank Board, 1700 G Street NW., Washington, DC 20552, and at the Office of the Supervisory Agent at the Federal Home Loan Bank of Atlanta, 1475 Peachtree Street NE., Atlanta, Georgia 30309.

By the Federal Home Loan Bank Board.

John F. Ghizzoni,
Assistant Secretary.

[FR Doc. 88-2016 Filed 1-29-88; 8:45 am]

BILLING CODE 6720-01-M

FEDERAL LABOR RELATIONS AUTHORITY

Senior Executive Service; Performance Review Board

AGENCY: Federal Labor Relations Authority.

ACTION: Notice.

SUMMARY: Notice is hereby given of the names of the Performance Review Board.

DATE: February 1, 1988.

FOR FURTHER INFORMATION CONTACT: Monica L. Kelly, Director of Personnel, Federal Labor Relations Authority, 500 C Street SW., Washington, DC 20424, (202-382-0751).

SUPPLEMENTARY INFORMATION: Section 4314(c) (1) through (5) of Title 5 U.S.C. requires each agency to establish, in accordance with regulations prescribed by the Office of Personnel Management, one or more performance review boards. The board shall review and evaluate the initial appraisal of a senior executive's performance by the supervisor, along with any recommendations, to the appointing authority relative to the performance of the senior executive.

The following persons will serve on the FLRA's Performance Review Board:

Jacqueline Bradley, FLRA

Edith Baum, Office of General Counsel, FLRA

Johnny Butler, Equal Employment Opportunity Commission

Paul Mahoney, Merit Systems Protection Board

Peter Basso, National Endowment for the Arts

Date: January 26, 1988.

Monica L. Kelly,
Director of Personnel.

[FR Doc. 88-1932 Filed 1-29-88; 8:45 am]

BILLING CODE 6727-01-M

FEDERAL RESERVE SYSTEM

Agency Forms under Review

January 26, 1988.

Background

On June 15, 1984, the Office of Management and Budget (OMB) delegated to the Board of Governors of the Federal Reserve System (Board) its approval authority under the Paperwork Reduction Act of 1980, as per 5 CFR 1320.9, "to approve of and assign OMB control numbers to collection of information requests and requirements conducted or sponsored by the Board under conditions set forth in 5 CFR 1320.9." Board-approved collections of information will be incorporated into the official OMB inventory of currently approved collections of information. A copy of the SF 83 and supporting statement and the approved collection of information instrument(s) will be placed into OMB's public docket files. The following forms, which are being handled under this delegated authority, have received initial Board approval and are hereby published for comment. At the end of the comment period, the proposed information collection, along with an analysis of comments and recommendations received, will be resubmitted to the Board for final approval under OMB delegated authority.

DATE: Comments must be received on or before February 16, 1988.

ADDRESS: Comments which should refer to the OMB Docket number (or Agency form number in the case of a new information collection that has not yet been assigned an OMB number), should be addressed to Mr. William W. Wiles, Secretary, Board of Governors of the Federal Reserve System, 20th and C Streets NW., Washington, DC 20551, or delivered to room B-2223 between 8:45 a.m. and 5:15 p.m. Comments received may be inspected in room B-1122 between 8:45 a.m. and 5:15 p.m., except as provided in § 261.6(a) of the Board's Rules Regarding Availability of Information, 12 CFR 261.6(a).

A copy of the comments may also be submitted to the OMB desk officer for the Board: Robert Fishman Office of Information and Regulatory Affairs, Office of Management and Budget, New Executive Office Building, Room 3228, Washington, DC 20503.

FOR FURTHER INFORMATION CONTACT: A copy of the proposed form, the request for clearance (SF 83), supporting statement, instructions, and other documents that will be placed into OMB's public docket files once

approved may be requested from the agency clearance officer, whose name appears below. Federal Reserve Board Clearance Officer—Nancy Steele—Division of Research and Statistics, Board of Governors of the Federal Reserve System, Washington, DC 20551 (202-452-3822).

Proposal To Approve Under OMB Delegated Authority the Extension With Minor Revision of the Following Report

1. *Report Title:* Report of Changes in Foreign Investments.

Agency Form Number: FR 2064.

OMB Docket Number: 7100-0109.

Frequency: On occasion.

Reporters: Member banks, bank holding companies and Edge and Agreement corporations making or changing a foreign investment.

Annual Reporting Hours: 180 Small businesses are not affected.

General Description of Report: This report is required by law (12 U.S.C. 602 and 1844). Certain portions are given confidential treatment (5 U.S.C. 552(b)(4)).

This report provides information needed to enable the Federal Reserve to monitor foreign investments by U.S. banking organizations. The report is used to notify the Federal Reserve of foreign investment changes as required under Regulation K, and to provide a basis for updating the System's information on foreign investments.

Board of Governors of the Federal Reserve System, January 26, 1988.

William W. Wiles,

Secretary of the Board.

[FR Doc. 88-1941 Filed 1-29-88; 8:45 am]

BILLING CODE 6210-01-M

First Bank System, Inc.; Proposal To Underwrite and Deal in Certain Securities to a Limited Extent and To Broker Certain Options

First Bank System, Inc., Minneapolis, Minnesota ("Applicant"), has applied, pursuant to section 4(c)(8) of the Bank Holding Company Act (12 U.S.C. 1843 (c)(8)) and § 225.23(a)(3) of the Board's Regulation Y (12 CFR 225.23(a)(3)), for permission to engage *de novo* through its wholly owned subsidiary, FBS Brokerage Services, Inc., Minneapolis, Minnesota ("Company"), in the activities of underwriting and dealing in, to a limited degree, commercial paper, municipal revenue bonds (including "public ownership" industrial development bonds), 1-4 family mortgage-related securities and consumer-receivable-related securities ("ineligible securities"). These securities are eligible for purchase by banks for

their own account but not eligible for banks to underwrite and deal in.

Applicant has also applied to broker options on securities issued or guaranteed by the United States and its agencies, money market instruments and foreign currency on exchanges regulated by the Securities and Exchange Commission in accordance with the terms and conditions previously approved by the Board in *Security Pacific Corporation*, 70 Federal Reserve Bulletin 238 (1984). In addition, Applicant has applied to underwrite and deal in securities that state member banks are permitted to underwrite and deal in under the Class-Steagall Act ("eligible securities") (U.S. government securities, general obligations of states and municipalities and certain money market instruments), as permitted by § 225.25(b)(16) of Regulation Y (12 CFR 225.25(b)(16)).

Applicant has applied to underwrite and deal in ineligible securities in accordance with virtually all of the limitations set forth in the Board's Order approving those activities for a number of bank holding companies. See, e.g., *Citicorp, J.P. Morgan & Co. Incorporated and Bankers Trust New York Corporation*, 73 Federal Reserve Bulletin 473 (1987) (underwriting and dealing in commercial paper, municipal revenue bonds and mortgage-related securities) ("*Citicorp/Morgan/Bankers Trust*"); and *Chemical New York Corporation, The Chase Manhattan Corporation, Bankers Trust New York Corporation, Citicorp, Manufacturers Hanover Corporation and Security Pacific Corporation*, 73 Federal Reserve Bulletin 731 (1987) (underwriting and dealing in consumer-receivable-related securities). In its *Citicorp/Morgan/Bankers Trust* Order, the Board determined that a member bank affiliate would not be engaged principally in the above ineligible securities underwriting activity if its gross revenue from that activity does not exceed a range of between 5 and 10 percent of its total gross revenues. The Board also determined that a similar range should apply to the market share test adopted by the Board, but that the lower end of the range—5 percent—was the appropriate level to be applied at that time with regard to both revenue and market share.

Applicant proposes to engage in ineligible securities underwriting and dealing up to 10 percent of Company's gross revenue and 5 percent of the market. Applicant states that, unlike the bank holding companies involved in the *Citicorp/Morgan/Bankers Trust* Order, Applicant is not, and does not intend to become a primary dealer in U.S.

government securities. Moreover, Applicant notes that the eligible mortgage-related securities and municipal securities activities that Applicant proposes to transfer to Company are several times smaller than those involved in the *Citicorp/Morgan/Bankers Trust* Order. Thus, Applicant concludes, the overall level of Company's projection eligible securities underwriting activities and the level of ineligible securities underwriting activities that such activities will support is many times smaller than those previously considered by the Board. Applicant further argues that a 5 percent gross revenue test is unfair to institutions with relatively small eligible securities underwriting operations and would guarantee a few large institutions a virtual monopoly on bank affiliate participation in the ineligible securities underwriting market. In addition, Applicant argues that if the Board were to impose a 5 percent gross revenue limitation on Applicant, Applicant doubts that Company could achieve a level of activity necessary to justify the capital and the expenditures required to enable it to conduct profitable ineligible securities underwriting operations.

Applicant also proposes to engage in certain incidental activities including the private placement of ineligible securities as both principal and as agent. Under the terms of the proposal, Company's placement activities as principal, but not as agent, would be included in the above quantitative limitations.

The application presents issues under section 20 of the Glass-Steagall Act (12 U.S.C. 377). Section 20 of the Glass-Steagall Act prohibits the affiliation of a member bank, such as First National Bank of Minneapolis with a firm that is "engaged principally" in the "underwriting, public sale or distribution" of securities. Applicant states that it would not be "engaged principally" in such activities on the basis of the restrictions on the amount of the proposed activity relative to the total business conducted by the underwriting subsidiary and relative to the total market in such activity.

Any request for a hearing on this application must comply with 262.3(e) of the Board's Rules of Procedure (12 CFR 262.3(e)).

The application may be inspected at the offices of the Board of Governors or the Federal Reserve Bank of Minneapolis.

Any comments or requests for hearing should be submitted in writing and received by William W. Wiles, Secretary, Board of Governors of the

Federal Reserve System, Washington, DC. 20551, not later than February 22, 1988.

Board of Governors of the Federal Reserve System, January 26, 1988.

James McAfee,

Associate Secretary of the Board.

[FR Doc. 88-1944 Filed 1-29-88; 8:45 am]

BILLING CODE 6210-01-M

First Financial Services of Moose Lake, Inc.; Formation of, Acquisition by, or Merger of Bank Holding Companies; and Acquisition of Nonbanking Company

The company listed in this notice has applied under § 225.14 of the Board's Regulation Y (12 CFR 225.14) for the Board's approval under section 3 of the Bank Holding Company Act (12 U.S.C. 1842) to become a bank holding company or to acquire voting securities of a bank or bank holding company. The listed company has also applied under § 225.23(a)(2) of Regulation Y (12 CFR 225.23(a)(2)) for the Board's approval under section 4(c)(8) of the Bank Holding Company Act (12 U.S.C. 1843(c)(8)) and § 225.21(a) of Regulation Y (12 CFR 225.21(a)) to acquire or control voting securities or assets of a company engaged in a nonbanking activity that is listed in § 225.25 of Regulation Y as closely related to banking and permissible for bank holding companies, or to engage in such an activity. Unless otherwise noted, these activities will be conducted throughout the United States.

The application is available for immediate inspection at the Federal Reserve Bank indicated. Once the application has been accepted for processing, it will also be available for inspection at the offices of the Board of Governors. Interested persons may express their views in writing on the question whether consummation of the proposal can "reasonably be expected to produce benefits to the public, such as greater convenience, increased competition, or gains in efficiency, that outweigh possible adverse effects, such as undue concentration of resources, decreased or unfair competition, conflicts of interests, or unsound banking practices." Any request for a hearing on this question must be accompanied by a statement of the reasons a written presentation would not suffice in lieu of a hearing, identifying specifically any questions of fact that are in dispute, summarizing the evidence that would be presented at a hearing, and indicating how the party

commenting would be aggrieved by approval of the proposal.

Comments regarding the application must be received at the Reserve Bank indicated or the offices of the Board of Governors not later than February 19, 1988.

A. Federal Reserve Bank of Minneapolis (James M. Lyon, Vice President) 250 Marquette Avenue, Minneapolis, Minnesota 55480:

1. *First Financial Services of Moose Lake, Inc.*, Moose Lake, Minnesota; to become a bank holding company by acquiring 53.1 percent of the voting shares of First National Bank of Moose Lake, Moose Lake, Minnesota.

In connection with this application, Applicant also proposes to acquire First National Agency of Moose Lake, Inc., Moose Lake, Minnesota, and thereby engage in general insurance sales in a community that has a population not exceeding 5,000 pursuant to § 225.25(b)(8)(iii)(A) of the Board's Regulation Y. These activities will be conducted in Moose Lake, Minnesota, and the six surrounding townships.

Board of Governors of the Federal Reserve System, January 26, 1988.

James McAfee,

Associate Secretary of the Board.

[FR Doc. 88-1942 Filed 1-29-88; 8:45 am]

BILLING CODE 6210-01-M

Merrimack Bancorp, Inc., et al.; Formations of; Acquisitions by; and Mergers of Bank Holding Companies

The companies listed in this notice have applied for the Board's approval under section 3 of the Bank Holding Company Act (12 U.S.C. 1842) and § 225.14 of the Board's Regulation Y (12 CFR 225.14) to become a bank holding company or to acquire a bank or bank holding company. The factors that are considered in acting on the applications are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

Each application is available for immediate inspection at the Federal Reserve Bank indicated. Once the application has been accepted for processing, it will also be available for inspection at the offices of the Board of Governors. Interested persons may express their views in writing to the Reserve Bank or to the offices of the Board of Governors. Any comment on an application that requests a hearing must include a statement of why a written presentation would not suffice in lieu of a hearing, identifying specifically any questions of fact that are in dispute and summarizing the evidence that would be presented at a hearing.

Unless otherwise noted, comments regarding each of these applications must be received not later than February 19, 1988.

A. Federal Reserve Bank of Boston (Robert M. Brady, Vice President) 600 Atlantic Avenue, Boston, Massachusetts 02106:

1. *Merrimack Bancorp, Inc.*, Lowell, Massachusetts, and *Merrimack Bancorp of New Hampshire, Inc.*, Milford, New Hampshire; to acquire 100 percent of the voting shares of Hillsborough Bank & Trust Company, Milford, New Hampshire.

B. Federal Reserve Bank of Cleveland (John J. Wixted, Jr., Vice President) 1455 East Sixth Street, Cleveland, Ohio 44101:

1. *PNC Financial Corp.*, Pittsburgh, Pennsylvania; to acquire 100 percent of the voting shares of PNC National Bank of New Jersey, Cherry Hill, New Jersey, a *de novo* bank.

C. Federal Reserve Bank of Atlanta (Robert E. Heck, Vice President) 104 Marietta Street, NW., Atlanta, Georgia 30303:

1. *First Florida Banks, Inc.*, Tampa, Florida, and 7L Corporation, Tampa, Florida; to acquire 100 percent of the voting shares of First Florida Bank of Orange County, N.A., Orlando, Florida, a *de novo* bank.

D. Federal Reserve Bank of St. Louis (Randall C. Sumner, Vice President) 411 Locust Street, St. Louis, Missouri 63166:

1. *Liberty National Bancorp, Inc.*, Louisville, Kentucky; to acquire 100 percent of the voting shares of Bank of Shelbyville, Shelbyville, Kentucky.

E. Federal Reserve Bank of Kansas City (Thomas M. Hoenig, Vice President) 925 Grand Avenue, Kansas City, Missouri 64198:

1. *Sterling National Bank Employee Stock Ownership Plan*, Sugar Creek, Missouri; to become a bank holding company by acquiring 38.6 percent of the voting shares of Sterling Bancorporation, Sugar Creek, Missouri, and thereby indirectly acquire Sterling National Bank, Sugar Creek, Missouri.

F. Federal Reserve Bank of Dallas (W. Arthur Tribble, Vice President) 400 South Akard Street, Dallas, Texas 75222:

1. *Summit Banking Corp.*, Dover, Delaware; to become a bank holding company by acquiring 100 percent of the voting shares of Alta Mesa National Bank, Fort Worth, Texas, and thereby indirectly acquire Camp Bowie National Bank, Fort Worth, Texas, and Summit National Bank, Fort Worth, Texas.

Board of Governors of the Federal Reserve System, January 26, 1988.

James McAfee,

Associate Secretary of the Board.

[FR Doc. 88-1943 Filed 1-29-88; 8:45 am]

BILLING CODE 6210-01-M

FEDERAL TRADE COMMISSION

Disclosure Requirements and Prohibitions Concerning Franchising and Business Opportunity Ventures

AGENCY: Federal Trade Commission.

ACTION: Invitation to comment on requested exemption from trade regulation rule.

SUMMARY: The Commission is requesting public comment with respect to a request from the Saturn Corporation for an exemption from the requirements of the Franchise Rule. The Commission has stayed the Franchise Rule (16 CFR Part 436), insofar as it applies to the petitioner, pending a final decision by the Commission on the exemption request.

DATE: Written comments will be accepted until April 1, 1988. The stay is effective as of January 15, 1988.

ADDRESS: Comments may be filed in person or mailed to: Secretary, Federal Trade Commission, 6th and Pennsylvania Avenue NW., Washington, DC 20580. Requests for copies of the petition and the Franchise Rule should be directed to the Public Reference Branch, Room 130. (202) 326-2222.

FOR FURTHER INFORMATION CONTACT: Craig Tregillus, Attorney, PC-H-238, Federal Trade Commission, Washington, DC 20580, (202) 326-2970.

SUPPLEMENTARY INFORMATION: On December 21, 1978, the Federal Trade Commission promulgated a trade regulation rule entitled "Disclosure Requirements and Prohibitions Concerning Franchising and Business Opportunity Ventures" (16 CFR Part 436). In general, the Rule provides for pre-sale disclosure to prospective franchisees of important information about the franchisor, the franchise business and the terms of the proposed franchise relationship. A summary of the Rule is available from the FTC Public Reference Branch, Room 130, upon request.

Section 18(g) of the Federal Trade Commission Act provides that any person or class of persons covered by a trade regulation rule may petition the Commission for an exemption from such rule, and if the Commission finds that the application of such rule to any person or class of persons is not

necessary to prevent the unfair or deceptive act or practice to which the rule relates, the Commission may exempt such person or class from all or any part of the rule.

The Saturn Corporation, a wholly-owned subsidiary of General Motors Corporation, filed a petition for exemption pursuant to section 18(g) on June 5, 1987. Briefly stated, Petitioner alleges that an exemption should be granted to the Saturn Corporation because: (1) Saturn dealers will be extremely sophisticated businesspersons; (2) prospective dealers and their advisors will have more than adequate time to review the dealer agreement and other information; (3) given their experience and sophistication, prospective dealers will be well-acquainted with the automobile industry and all relevant facts about the dealership; (4) the public comments in prior exemption proceedings for automobile dealerships have not opposed the exemptions granted; and (5) failure to grant the petition would place the Saturn Corporation at a competitive disadvantage in view of the other exemptions the Commission has granted.

For a complete presentation of the arguments submitted by Petitioner, please refer to the full text of the petition, which can be obtained from the FTC Public Reference Branch, Room 130, upon request.

In assessing the present exemption request, the Commission would like comments on all relevant issues germane to the proceeding, including the following: (1) Is there any evidence to indicate that Petitioner may engage in unfair or deceptive acts or practices in the offer and sale of motor vehicle franchises? If not, is it in the public interest to exempt it from coverage under the Franchise Rule? (2) If an exemption is appropriate, should it be: (a) limited to Petitioner; (b) expanded and made applicable to all motor vehicle manufacturers; or (c) expanded only to a particular class, and if so, what is the proper definition of the class sharing the characteristics that make applicability of the Franchise Rule unnecessary?

The Commission is also interested in receiving comments on whether provisions of the Automobile Dealer Franchise Act or the Automobile Dealers Day in Court Act constitute industry-specific federal substantive law sufficient to remedy the same potential abuses that the Rule's information disclosures seek to remedy.

The Commission has analyzed the arguments made by Petitioner and concluded that further inquiry is

warranted before a determination regarding the petition can be made. The Commission, therefore, seeks comment regarding the exemption requested by Petitioner. In addition, after weighing the potential harm to Petitioner, and the public interest, the Commission has determined that a stay of the Franchise Rule insofar as it applies to the Saturn Corporation, pending a final Commission decision on the exemption request, is appropriate and shall become effective this date.

All interested parties are hereby notified that they may submit written data, views or arguments on any issues of fact, law or policy that may have some bearing on the requested exemption, whether or not such issues have been raised by the petition or in this notice. Such submissions may be made for sixty days to the Secretary of the Commission.

Comments should be identified as "Auto Industry Franchise Rule Exemption Comment," and two copies should be submitted, if possible.

By direction of the Commission.

Emily H. Rock,

Secretary.

[FR Doc. 88-1931 Filed 1-29-88; 8:45 am]

BILLING CODE 6750-01-M

Granting of Request for Early Termination of the Waiting Period Under the Premerger Notification Rules

Section 7A of the Clayton Act, 15 U.S.C. 18a, as added by Title II of the Hart-Scott-Rodino Antitrust Improvements Act of 1976, requires persons contemplating certain mergers or acquisitions to give the Federal Trade Commission and the Assistant Attorney General advance notice and to wait designated periods before consummation of such plans. Section 7A(b)(2) of the Act permits the agencies, in individual cases, to terminate this waiting period prior to its expiration and requires that notice of this action be published in the Federal Register.

The following transactions were granted early termination of the waiting period provided by law and the premerger notification rules. The grants were made by the Federal Trade Commission and the Assistant Attorney General for the Antitrust Division of the Department of Justice. Neither agency intends to take any action with respect to these proposed acquisitions during the applicable waiting period:

TRANSACTIONS GRANTED EARLY TERMINATION BETWEEN: 01/14/88 AND 01/25/88

Name of acquiring persons, name of acquired persons, name of acquired entity	PMN No.	Date terminated
(1) Mannesmann A.G., L'Har, Inc., L'Har, Inc.....	88-0615	01/14/88
(2) Cineplex Odeon Corporation, James Pedas, movie theaters 2-TJP Holding Co., Inc.....	88-0632	01/14/88
(3) Cineplex Odeon Corporation, Theodore Pedas, movie theaters 2-TJP Holding Co., Inc.....	88-0634	01/14/88
(4) Enterra Corporation, CRC-Evans Pipeline International, Inc., CRC-Evans Pipeline International, Inc.....	88-0665	01/14/88
(5) Excel Industries, Inc., Nyloncraft, Inc., Nyloncraft, Inc.....	88-0679	01/14/88
(6) Paine Webber Group Inc., Manufacturers Hanover Corporation, Manufacturers Hanover Investment Corporation.....	88-0731	01/14/88
(7) Sandoz Ltd., Reed Plastics Corporation, Reed Plastics Corporation.....	88-0602	01/15/88
(8) The Clorox Company, Mr. H. Wayne Huizenga, Waco Services, Inc.....	88-0743	01/15/88
(9) Stephen Adams, Lewis Manderson, Jr., Turner Outdoor Advertising, Ltd.....	88-0600	01/16/88
(10) Campbell Soup Company, Reckitt & Colman plc, Compania Envasadora de Loreto SA/Durkee Famous Foods.....	88-0609	01/19/88
(11) Glenn R. Jones, Geoffrey R. Buford, Broward Cable TV, Inc., and subsidiaries.....	88-0644	01/19/88
(12) Glenn R. Jones, Cable TV Fund IX-C, Ltd., Cable Fund IX-C.....	88-0648	01/19/88
(13) Glenn R. Jones, Cable TV Fund 10-A, Ltd., Fund 10-A, Ltd.....	88-0651	01/19/88
(14) Glenn R. Jones, Cable TV Fund 10-B, Ltd., Fund 10-B, Ltd.....	88-0652	01/19/88
(15) Bass plc, Holiday Corporation, Holiday Inns, Incorporated (subsidiaries thereof).....	88-0669	01/19/88
(16) Bass plc, Holiday Corporation, Holiday Inns, Incorporated.....	88-0686	01/19/88
(17) Charles E. Hurwitz, Maxxam Group Inc., Maxxam Group Inc.....	88-0706	01/19/88
(18) Okamoto Industries, Inc., J.N. Ceazan Company, J.N. Ceazan Company.....	88-0617	01/20/88
(19) Case Foods, Inc., Troyer's Poultry, Inc., and Ardmore Poultry, Inc., Troyer's Poultry, Inc. and Ardmore Poultry, Inc.....	88-0714	01/20/88
(20) S. & W. Berisford PLC, High Voltage Engineering Corporation, High Voltage Engineering Corporation.....	88-0718	01/20/88
(21) Kenneth W. Ford, James M. Goldsmith, DIA Holdings International, BV and DIA Holdings.....	88-0605	01/22/88

TRANSACTIONS GRANTED EARLY TERMINATION BETWEEN: 01/14/88 AND 01/25/88—Continued

Name of acquiring persons, name of acquired persons, name of acquired entity	PMN No.	Date terminated
(22) Borden, Inc., Robert M. Harris and Cecily W. Harris, Nutrition Industries Corporation.....	88-0638	01/22/88
(23) Vodavi Technology Corporation, Contel Corporation, Contel Business Systems, Inc.....	88-0660	01/22/88
(24) Cyprus Minerals Company, Newmont Mining Corporation, Foote Mineral Company.....	88-0680	01/22/88
(25) Isoetec Communications, Inc., Contel Corporation, Contel Business Systems, Inc.....	88-0684	01/22/88
(26) Exxon Corporation, Leede Exploration, Leede Exploration.....	88-0690	01/22/88
(27) Hanson Trust plc, Marriott Corporation, Saga Restaurants, Inc.....	88-0717	01/22/88
(28) Georgia Gulf Corporation, H.H. Robertson Company, Freeman Chemical Corporation.....	88-0722	01/22/88
(29) Martin E. Zimmerman, Scientific Leasing Inc., Scientific Leasing Inc.....	88-0727	01/22/88
(30) American Express Company, The Philip Co. Trust, Chief Auto Parts Division of Southland Corporation.....	88-0733	01/22/88
(31) Daniel J. Sullivan, Compact Video, Inc., Image Transform, Inc.....	88-0735	01/22/88
(32) Lees Holdings Incorporation, Morgan Stanley Group Inc., Burlington Industries, Inc.....	88-0748	01/22/88
(33) Merrill Lynch & Co., Inc., Mark IV Industries, Inc., Code-A-Phone Corporation.....	88-0752	01/22/88
(34) Commonwealth Savings Association, Pacific First Financial Corporation, Pacific First Federal Savings Bank.....	88-0760	01/22/88
(35) Martin E. Zimmerman, Scientific Leasing Inc., Scientific Leasing Inc.....	88-0766	01/22/88
(36) CoreStates Financial Corp., BankAmerica Corporation, BancAmerica Commercial Corporation.....	88-0768	01/22/88
(37) Peter W. May, CJI Industries, Inc., CJI Industries, Inc.....	88-0653	01/23/88
(38) Lutheran General Health Care System, Quad Cities Health Care Resources, Inc., Quad Cities Health Care Resources, Inc.....	88-0666	01/25/88
(39) Minorco, Engelhard Corporation, Engelhard Corporation.....	88-0672	01/25/88
(40) Minorco, Adobe Resources Corporation, Adobe Resources Corporation.....	88-0673	01/25/88
(41) Minorco, Inspiration Resources Corporation, Inspiration Resources Corporation.....	88-0674	01/25/88

TRANSACTIONS GRANTED EARLY TERMINATION BETWEEN: 01/14/88 AND 01/25/88—Continued

Name of acquiring persons, name of acquired persons, name of acquired entity	PMN No.	Date terminated
(42) Minorco, Danville Resources, Inc., Danville Resources, Inc.....	88-0675	01/25/88
(43) Kenneth R. Thomson, Capital Cities/ABC, Inc., Securities Data Company, Inc.....	88-0702	01/25/88
(44) Rini Holding Corporation, Rini Holding Corporation, Rini Holding Corporation.....	88-0738	01/25/88
(45) Fisher Foods, Inc., Fisher Foods, Inc., Fisher Foods, Inc.....	88-0739	01/25/88
(46) American Seaway Foods, Inc., American Seaway Foods, Inc., American Seaway Foods, Inc.....	88-0740	01/25/88
(47) Rego Supermarket Group, Rego Supermarket Group, Rego Supermarket Group.....	88-0741	01/25/88

FOR FURTHER INFORMATION CONTACT:
Sandra M. Peay, Contact Representative, Premerger Notification Office, Bureau of Competition, Room 301, Federal Trade Commission, Washington, DC 20580, (202) 326-3100.

By direction of the Commission.

Emily H. Rock,

Secretary.

[FR Doc. 88-1930 Filed 1-29-88; 8:45 am]

BILLING CODE 6750-01-M

GENERAL ACCOUNTING OFFICE

Public Hearing and Request for Comments on the Nature of the Market for High Yield Bonds

AGENCY: General Accounting Office (GAO).

ACTION: Notice of public hearing and request for comments.

SUMMARY: The General Accounting Office (GAO) is seeking comments on the nature of the market for high yield bonds. This request is part of a GAO study, mandated by the Competitive Equality Banking Act of 1987 (Pub. L. 100-86). This Act requires GAO to identify, for a five year period preceding its date of enactment (August 10, 1987), the issuers and purchasers of high yield bonds, the purposes for which such bonds are issued, and how investments in these bonds by federally insured institutions compare to other investments these institutions have made. GAO is also required to provide Congress a summary and analysis of

current laws regulating investment in high yield bonds and a review of the impact of these bonds on corporate debt as it relates to monetary policy.

As provided by the Act, the study is being conducted in coordination and consultation with the Securities and Exchange Commission, the Federal Home Loan Bank Board, the Comptroller of the Currency, the Board of Governors of the Federal Reserve System, the Federal Savings and Loan Insurance Corporation, the Federal Deposit Insurance Corporation, the Secretary of the Treasury and the Secretary of Labor. Comments received in writing will be shared with these agencies.

Also as provided by the Act, GAO and these agencies will conduct a joint public hearing. Those interested in the high yield bond market will have an opportunity to discuss their views on the topics included in the supplementary information section of this release. The results of the hearing will be merged with the individual responses to this request for comment to form a body of evidence for consideration in a final GAO report on high yield bonds which is expected to be issued in June 1988.

DATES: Comments must be received by February 19, 1988. The public hearing will be held on March 1, 1988 at 10:00 (e.s.t.) at the Public Meeting Room (Room 1C-30) of the Securities and Exchange Commission in Washington, DC, 450 5th Street NW. Individuals or organizations wishing to present their views at the public hearing should contact the GAO officials listed below by February 12, 1988.

ADDRESS: Please file five copies of your comments with Craig A. Simmons, Senior Associate Director, General Government Division, U.S. General Accounting Office, Room 3858A, 441 G Street NW., Washington, DC 20548. Refer to File No. 233203.

All comments will be available for review Monday-Friday, 8:00 a.m. to 4:45 p.m. (e.s.t.) in Washington, DC at GAO's Law Library, Room 7056; in New York, at GAO's Regional Office, Room 4112, 28 Federal Plaza; and in Los Angeles, at GAO's Regional Office, 350 S. Figueroa St., Suite 1010.

For Hearing Participation and Further Information Contact: Michael A. Burnett or Frank Philippi, (202) 272-3003, General Government Division, U.S. General Accounting Office, Room 3858A, 441 G St. NW., Washington, DC 20548.

SUPPLEMENTARY INFORMATION: This supplementary information section explains the objectives, scope, and methodology for the GAO study and discusses the topics and questions

respondents should address. The discussion assumes a basic familiarity with the high yield bond market. Additional information about the high yield bond market can be found in the references shown in Appendix I.

Until 1977 the high yield bond market consisted primarily of "fallen angels"—bonds of large companies, primarily conglomerates, railroads, and utility companies—whose credit had been downgraded for various reasons. However, beginning around 1977 the high yield bond market changed significantly. Companies with below investment grade ratings, which traditionally obtained their long term capital from private sources, commercial banks, or equity markets, began issuing below investment grade, high interest rate bonds, commonly referred to as "junk bonds", to raise capital.

After growing from about \$8.5 billion in 1977 to \$29.2 billion¹ in 1983, the high yield bond market evolved further in 1984 as financiers and companies began to use funds raised from issuing high yield bonds to launch both friendly and hostile corporate takeover bids either through tender offers or through leveraged buyouts. Another phase of the market that has developed is the use of high yield bonds to finance either corporate reorganizations or to resist takeover attempts. As a result, many corporations have issued increasing amounts of debt. As of June 1987, total high yield bond issues outstanding were estimated at about \$150 billion. This is about 20% of the total corporate straight (non-convertible) debt market, up from 3.5% in 1977.

As high yield bonds became a source of financing for corporate takeovers, especially hostile takeovers, the Congress became concerned about the implications for American business. Since 1985, the Congress has held numerous hearings on the subject of hostile takeovers and the use of high yield bonds as a mechanism to finance them. A number of issues were discussed in these hearings including

1. Concerns about the risks to the Federal Savings and Loan Insurance Corporation (FSLIC) represented by those federally insured savings institutions which invest extensively in high yield bonds;

2. Whether investing in takeover related high yield bonds is an appropriate role for a federally insured home mortgage lending institution;

3. Whether tax policy should be changed to restrict the use of high yield

bonds as a tool to finance corporate takeovers; and

4. The effect of increased debt, either as a result of a takeover situation or from using bonds rather than equity as a source of corporate financing, on the long term financial stability and growth prospects of American business.

Several legislative proposals have been introduced in Congress to limit the use of high yield bonds to finance takeovers by imposing a moratorium, using tax code provisions to disallow interest deductions to the issuers, applying credit margin requirements to investors, or prohibiting outright the holding of high yield bonds by federally insured institutions. This legislative focus has been twofold, involving concern over the relationship of high yield bonds to takeover activity as well as concern over the inherent "riskiness" of these bonds as investment vehicles for federally insured institutions. None of these proposals have been enacted.

Objectives, Scope and Methodology of GAO Study

Section 1201 of the Competitive Equality Banking Act specifically requires GAO to include in its study:

- The identity and rating (as determined by Moody's, Standard and Poor's or other nationally recognized bond rating house) of the issuers of these bonds;
- The identity of the major purchasers of these bonds, including but not limited to federally insured depository institutions;
- The percentage of the total amount of high yield, non-investment grade bonds that are issued as a method of financing corporate takeovers;
- The identity of the purchasers, including but not limited to federally insured depository institutions, that invest in high yield, non-investment grade bonds that are issued as a method of financing corporate takeovers;
- The purposes for which high yield, non-investment grade bonds are issued other than for financing corporate takeovers;
- A summary and analysis of the adequacy of current state and federal laws that regulate investment in high yield, non-investment grade bonds by investors, including but not limited to federally insured depository institutions and pension funds; and
- A review of the impact of the issuance of and investment in high yield, non-investment grade bonds upon corporate debt as it relates to federal monetary policy.

¹ Average total outstanding low rated straight (non-convertible) public corporate debt.

The Act further requires that GAO examine all other types of direct investments made by federally insured institutions and the effect these investments have had on federal deposit insurance funds.

The principal tasks of GAO's study are to provide the Congress with accurate data and information on the nature of the high yield, non-investment grade bond market and to assess public policy considerations relating to the market. In addressing these topics, the study will be concerned with the use of these bonds in corporate takeovers, especially hostile takeovers, and with the possible risks to the safety and soundness of federally insured institutions which invest in the bonds.

Topics on Which GAO Is Seeking Comment

GAO is soliciting information which would clarify the Congress' understanding of the high yield bond market and identify current problems, if any, in the high yield bond market. We are interested in receiving any suggested federal regulatory or legislative changes. To guide comments, the questions below are organized around the topics the Act has directed GAO to include in its study. Those commenting are urged to be specific, citing wherever possible quantitative information in support of their positions. Respondents are also encouraged to bring to GAO's attention any matter pertinent to the inquiry that is not specifically addressed in the following sections.

Issuers of High Yield Bonds

GAO has found that much information is available on publicly traded high yield bonds, but little information is available on the role and significance of privately placed high yield bonds.

Questions

1. How large, in terms of dollar volume and number of issues, is the private placement high yield bond market?

2. To what extent in the past five years has the private placement market been affected by the growth of the publicly traded high yield bond market? Is the growth of publicly traded low grade bond offerings mostly a rechanneling of corporate borrowing away from individually negotiated loans toward public securities, as some commentators suggest?

3. To what extent are privately placed bonds used to finance corporate takeovers?

Investors In High Yield Bonds

According to investment bankers, the major investors in high yield bonds are mutual funds, insurance companies, pension funds, and federally insured thrift institutions. Other categories of investors include individuals, foreign investors and corporations. Commercial banks do not invest in high yield bonds because of Federal Deposit Insurance Corporation, Comptroller of Currency and Federal Reserve Board restrictions.

Federally insured and federally chartered thrifts may invest up to 11 percent of their assets in these bonds. Federally insured, state chartered thrifts may invest more than 11 percent of their assets in high yield bonds, depending on individual state laws and regulations. Data maintained by the Bank Board shows that 80% of the \$10 billion in high yield bonds held by all thrifts are owned by only 10 institutions. Some of these institutions hold more than 11 percent of their assets in high yield bonds.

At congressional hearings Federal Home Loan Bank Board witnesses have testified as to their concerns about federally insured thrift institution investments in high yield bonds. The Board's concerns fall into two areas: (1) The issue of risk to the FSLIC presented by extensive involvement of thrifts in the junk bond markets, and (2) whether federally insured lenders who are subsidized to provide a commitment to housing finance should be investing in high yield bonds which have been issued to finance corporate takeovers.

Questions

1. How does the riskiness of high yield bonds compare to other investments and activities, such as commercial loans, that thrift institutions may enter into? In evaluating risk, what factors should be considered and are there ways to quantify these risk factors?

2. Two studies indicate that compared to Treasury bonds and investment grade corporate bonds, historically the return of high yield bonds has more than compensated high yield bond holders for additional risks of default (See Appendix I: Studies). What are the analytical strengths and weaknesses of these studies? Given the growth and change in the composition of the high yield bond market in the past several years, are historical risk and return factors necessarily a guide to the future?

3. How adequate are state laws and regulations governing investments by federally insured institutions in high yield bonds? Should state chartered institutions be subject to the same limitation of assets (11 percent) as federally chartered institutions?

4. What is the best way to protect FSLIC from unreasonable risk as a result of thrift investments in high yield bonds? Some suggestions that have been made include restrictions or prohibitions on bond purchases, increased capital requirements, risk-based insurance premiums, additional regulation to require an appropriate credit analysis before purchase, and diversification of bond holdings.

5. From a public policy viewpoint, should federally insured institutions be restricted from purchasing high yield bonds which were issued in connection with the financing of a hostile takeover or a leveraged buyout?

6. Many bonds that are issued to finance takeovers and leveraged buyouts are likely to be repaid in whole or in part from the sale of assets rather than from future earnings. As an investment, are asset backed bonds riskier than bonds whose repayment is based on expected earnings? To what extent, if any, has the stock market turmoil of October 1987 increased the riskiness of bonds issued in connection with takeovers and leveraged buyouts?

7. Some investors actively trade high yield bonds in the secondary market. How large is the secondary market for these bonds? Can this market be maintained in the event of an economic downturn? To what extent was trading (price and volume) in the secondary market affected by the October 1987 stock market decline?

8. Private pension plans, the benefits of which are federally insured, are permitted to invest in high yield bonds. However, there are no requirements that such investments be especially reported to the Department of Labor. Should there be any special reporting requirement for high yield bonds? Is there any indication that pension funds may be investing too heavily in high yield bonds either directly or indirectly through insurance company annuities or mutual funds?

Role of High Yield Bonds in Increased Corporate Leverage

In the past several years significant concern has been expressed in Congressional hearings and elsewhere that the level of debt being assumed by some non-financial corporations is excessive. Citing Federal Reserve Board statistics, some of which indicate that debt to equity ratios have reached historically high levels, some observers warn that in the event of a business downturn or a substantial rise in interest rates, corporations with high debt burdens may not be able to meet their debt obligations and a high level of

defaults may occur. This could pose significant risks for the financial system and the economy as a whole.

The extent to which high yield bonds have contributed to the growth of debt and an increased leveraging of corporations is unclear. Some observers believe that the growth of the high yield bond market, particularly the use of high yield bonds to finance corporate takeovers, corporate financial restructuring and leveraged buyouts, together with associated retirements of equity, has been a significant factor leading to increased leveraging and risk to the economy. Others have discounted the significance of the high yield bond market, pointing out that although this segment of the bond market has grown significantly, it still represents less than 25 percent of total new bond issues. Also, proponents of the high yield bond market question whether there is a leveraging problem at all. They argue that even though the amount of new debt assumed has been large in absolute terms, at market value the ratio of debt to equity has actually declined since the mid-1970's because of the rising equity value of domestic corporations.

Questions

1. The Federal Reserve Board reports the relationship of total debt to total equity of nonfinancial corporations in two ways, as shown by the following table:

DEBT-TO-EQUITY RATIOS FOR
NONFINANCIAL CORPORATIONS

End of period	Debt (par) ¹	Debt (market) ²
	Equity (current) (per cent)	Equity (market) (per cent)
1962.....	38.2	42.4
1964.....	40.4	37.7
1966.....	42.8	43.4
1968.....	45.4	35.6
1970.....	46.4	48.0
1971.....	45.5	46.7
1972.....	45.4	45.4
1973.....	45.1	61.9
1974.....	40.8	91.1
1975.....	37.8	72.0
1976.....	37.0	72.9
1977.....	37.6	84.0
1978.....	36.9	87.5
1979.....	36.7	79.0
1980.....	35.1	60.4
1981.....	35.3	70.3
1982.....	36.6	71.5
1983.....	37.1	63.6
1984.....	42.4	75.4
1985.....	47.3	70.3
1986.....	53.0	69.4

DEBT-TO-EQUITY RATIOS FOR NONFINANCIAL CORPORATIONS—Continued

End of period	Debt (par) ¹	Debt (market) ²
	Equity (current) (per cent)	Equity (market) (per cent)
1987 (2nd quarter, estimated).....	55.4	57.1

¹ Debt is valued at par, and equity is balance sheet net worth with tangible assets valued at replacement cost.

² The market value of debt is a staff estimate based on par value and ratios of market to par values of NYSE bonds; equity is market value of outstanding shares.

Which of these ratios most appropriately measures the significance of corporate debt? Is there another measure that is more meaningful such as earnings or cash flow coverage of debt services?

2. The publicly traded high yield bond market has grown from less than \$3 billion in new issues in 1982 to about \$34 billion in 1986. One reason for this growth appears to be a shift in corporate financing from additional stock, private placement bonds or bank loans to publicly traded bonds. What implications, if any, does this change in the source of corporate capital have on monetary policy?

3. It has been alleged that much of the increased corporate leverage is the result of using high yield bonds to finance takeovers, takeover defenses and leveraged buyouts. The outcome is often highly leveraged corporations which must sell assets and restrict spending to meet debt obligations. Should regulatory and tax policy be changed to make the use of high yield bonds in takeovers and leveraged buyouts less attractive?

4. Others allege that the preference for debt over equity financing arises from the double taxation of dividends and the deductibility of interest for tax purposes. What effect will the lower tax rate have on financing decisions? What would be the merits of eliminating double taxation of dividends?

5. How can it be determined if corporate debt to equity ratios are too high or too low? If they are believed to be too high or low, what, if anything, should the Government do about it?

Appendix I

References

Hearings

U.S. Congress, House Committee on Banking, Finance and Urban Affairs, Subcommittee on General Oversight and Investigations. Issues Relating to High-Yield Securities (Junk Bonds). Hearing, 99th Congress, 1st session. Washington, DC, U.S. Government Printing Office, 1986 (Serial No. 99-47).

U.S. Congress, House Committee on Energy and Commerce, Subcommittee on Telecommunications, Consumer Protection, and Finance. Debt, Financial Stability, and Economic Growth. Hearing, 99th Congress, 2nd session. Washington, DC, U.S. Government Printing Office, 1986 (Serial No. 99-89).

U.S. Congress, House Committee on Energy and Commerce, Subcommittee on Telecommunications, Consumer Protection, and Finance. Corporate Takeovers (Parts 1 and 2). Hearing, 99th Congress, 1st session. Washington, DC, U.S. Government Printing Office, 1986 (Serial Nos. 99-99 and 99-100).

U.S. Congress, Senate Committee on Banking, Housing, and Urban Affairs. Hostile Takeovers. Hearing, 100th Congress, 1st session. Washington, DC, U.S. Government Printing Office, 1987 (Senate Hearing 100-50).

U.S. Congress, Senate Committee on Banking, Housing, and Urban Affairs. Regulating Hostile Takeovers. Hearing, 100th Congress, 1st session. Washington, DC, U.S. Government Printing Office, 1987 (Senate Hearing 100-183).

Reports

U.S. Congress, House Committee on Energy and Commerce, Subcommittee on Telecommunications, Consumer Protection, and Finance. The Role of High Yield Bonds (Junk Bonds) in Capital Markets and Corporate Takeovers: Public Policy Implications. A report prepared by the Congressional Research Service. 99th Congress, 1st session. Washington, DC, U.S. Government Printing Office, 1985 (Committee Print 99-W).

U.S. Congress, House Committee on Energy and Commerce, Subcommittee on Telecommunications, Consumer Protection, and Finance. Corporate Mergers and High Yield (Junk) Bonds: Recent Market Trends and Regulatory Developments. A report prepared by the Congressional Research Service. 99th Congress, 2nd session. Washington, DC, U.S. Government Printing Office, 1986 (Committee Print 99-00).

Studies

Altman, Edward I. and Scott A. Nammacher. "Investing in Junk Bonds: Inside the High Yield Debt Market." New York: Wiley & Sons, 1986.

Blume, Marshall E. and Donald B. Keim. "Lower-Grade Bonds: Their Risks and

Returns." Financial Analysts Journal, July-August 1987, pp. 26-33.

Richard L. Fogel,

Assistant Comptroller General, General Government Programs.

[FR Doc. 88-1928 Filed 1-29-88; 8:45 am]

BILLING CODE 1610-01-M

GENERAL SERVICES ADMINISTRATION

Agency Information Collection Activities Under OMB Review

AGENCY: Office of Administration, GSA.

GSA hereby gives notice under the Paperwork Reduction Act of 1980 that it is requesting the Office of Management and Budget to renew expiring report 3090-0071: Certification of Payment to Subcontractors and Suppliers.

ADDRESSES: Send comments to Bruce McConnell, GSA Desk Officer, Room 3235, NEOB, Washington, DC 20503, and to Mary L. Cunningham, GSA Clearance Officer, General Services Administration (CAIR), Washington, DC 20405.

FOR FURTHER INFORMATION CONTACT: Ronald Shansby, 202-566-1578.

Annual Reporting Burden: Firms 1,500; responses, 18,000; average time per response, .05 hours; burden hours, 900.

Copy of Proposal: Readers may obtain a copy of the proposal by writing the Information Collection Management Branch (CAIR), Room 3014, GS Bldg. Washington, DC 20405, or by telephoning 202-535-7974.

Dated: January 25, 1988.

Emily C. Karam,

Director, Information Management Division.

[FR Doc. 88-1934 Filed 1-29-88; 8:45 am]

BILLING CODE 6820-23-M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Health Resources and Services Administration

Advisory Council; Meeting

In accordance with section 10(a)(2) of the Federal Advisory Committee Act Pub. L. 92-463, announcement is made of the following National Advisory bodies scheduled to meet during the month of February 1988:

Name: Subcommittee on Graduate Medical Education Programs and Financing of the Council on Graduate Medical Education.

Time:

February 16, 1988, 7:00 p.m.-9:00 p.m.

February 17, 1988, 8:00 a.m.-5:00 p.m.

Place: Hyatt Regency, 2799 Jefferson Davis Highway, Crystal City, Virginia 22262.

Purpose: The subcommittee identifies the issues and problems in current methods of financing and support. Assesses the implications of alternative financing policies on medical education programs, service delivery, cost containment, physician supply and distribution, and shortages and excesses of physicians.

Analyzes existing information and data on current and alternative medical education programs of hospitals, schools of medicine and osteopathy, and accrediting bodies; Federal policies regarding medical education programs; and their impact on the supply and distribution of physicians.

The subcommittee will draft a chapter for the first report of the Council. Recommendations will concern the appropriate Federal policies and efforts to be carried out voluntarily by hospitals, schools of medicine and osteopathy and accrediting bodies with respect to medical education programs.

Agenda: Agenda items include: Discussions of issues and recommendations to be included in the Council's first report to the Secretary of DHHS and the Congress, including (1) items for inclusion in GME payments, (2) appropriate sources for financing GME, and (3) financing GME in ambulatory settings.

Anyone requiring information regarding the subject Subcommittee should contact F. Lawrence Clare, M.D., Subcommittee Principal Staff Liaison, Division of Medicine, Bureau of Health Professions, Room 4C-18, Parklawn Building, 5600 Fishers Lane, Rockville, Maryland 20857 Telephone (301) 443-6326.

Name: Subcommittee on Physician Manpower of The Council on Graduate Medical Education.

Time: February 17, 1988 8:30 a.m.—5:00 p.m.

Place: Hyatt Regency, 5600 Fishers Lane, Crystal City, Virginia 22262.

Open for entire meeting.

Purpose: The subcommittee reviews and analyzes currently applicable studies of under and oversupply of physician manpower giving special attention to number and distribution of specialists, primary care physicians and residents. It also is concerned with studies and recommendations regarding the number of undergraduate medical students as well as the need for improving physician manpower data.

The subcommittee will draft a chapter for the first report of the Council.

Recommendations will concern the outlook for supply, appropriate federal policies and suggestions for voluntary action by hospitals, medical and osteopathic schools and accrediting bodies regarding physician supply, and shortages and excesses.

Agenda: Agenda items include: Discussion of the issues, conclusions, and recommendations to be included in the Council's first report to the Secretary of DHHS and the Congress, including (1) the adequacy of the expected physician supply in the aggregate, (2) the adequacy of the primary care physician supply; (3) issues about the geographic supply of physicians; (4) issues about under represented groups, and (5) recommendations to deal with problems identified in the examination of the above issues.

Anyone requiring information regarding the subject Subcommittee should contact Jerald Katzoff, Subcommittee Principal Staff Liaison, Division of Medicine, Bureau of Health Professions, Room 4C-18, Parklawn Building, 5600 Fishers Lane, Rockville, Maryland 20857 Telephone (301) 443-6364.

Name: Subcommittee on Foreign Medical Graduates of the Council on Graduate Medical Education.

Time: February 17, 1988, 9:00 a.m.-5:00 p.m.

Place: Hyatt Regency, 2799 Jefferson Davis Highway, Crystal City, Virginia 22262.

Open for entire meeting.

Purpose: The Subcommittee reviews and analyzes existing data and information on alien and U.S. foreign medical graduates in training and in practice regarding adequacy of existing data bases, effect of existing policies and procedures regarding distribution, service delivery and international relations.

The Subcommittee will draft a chapter for the first report of the Council. Recommendations will concern the appropriate Federal policies and efforts to be carried out voluntarily by hospitals, schools of medicine and osteopathy, licensing, certifying, and accrediting bodies with respect to issues relating to foreign medical graduates.

Agenda: Agenda items include: (1) The impact of removal of foreign medical graduates (FMGs) from Hospital-based training; (2) GME for international exchange visitors; (3) evaluation of various mechanisms for FMGs entry into GME; and (4) need for formal recognition of foreign medical schools. Presentations will be made on the availability of alternative sources of care to medically indigent populations

and the examinations taken by medical students prior to entry into GME.

Anyone requiring information regarding the subject Subcommittee should contact Magdalena Mirana, M.S.W., Subcommittee Principal Staff Liaison, Division of Medicine, Bureau of Health Professions, Room 4C-16, Parklawn Building, 5600 Fishers Lane, Rockville, Maryland 20857 Telephone (301) 443-3626.

Name: Council on Graduate Medical Education.

Time: February 18-19, 1988 8:30 a.m.—4:30 p.m.

Place: Hyatt Regency, 2799 Jefferson Davis Highway, Crystal City, Virginia 22262.

Open for entire meeting.

Purpose: Provides advice and recommendations to the Secretary and to the Committees on Labor and Human Resources, and Finance of the Senate and the Committees on Energy and Commerce and Ways and Means of the House of Representatives, with respect to (A) the supply and distribution of physicians in the United States; (B) current and future shortages of physicians in medical and surgical specialties and subspecialties; (C) issues relating to foreign medical graduates; (D) appropriate Federal policies regarding (A), (B), and (C) above; (E) appropriate efforts to be carried out by medical and osteopathic schools, public and private hospitals and accrediting bodies regarding matters in (A), (B), and (C) above; (F) deficiencies in the needs for improvements in, existing data bases concerning supply and distribution of, and training programs for physicians in the United States.

Agenda: Agenda items include: (1) A review, discussion and tentative assessment regarding all of the conclusions and recommendations (for the Council's first report) developed to date by the Physician Manpower, Foreign Medical School Graduates, and the Graduate Medical Education Programs and Financing Subcommittees; (2) discussion and agreement of the dates through May 1991 for future COGME meetings.

Anyone requiring information regarding the subject Council should contact Mr. Paul Schwab, Executive Secretary, Council on Graduate Medical Education, Health Resources and Services Administration, Room 8-05, Parklawn Building, 5600 Fishers Lane, Rockville, Maryland 20857, Telephone (301)443-5796.

Agenda Items are subject to change as priorities dictate.

Date: January 27, 1988.

Jackie E. Baum,
Advisory Committee Management Officer,
HRSA.

[FR Doc. 88-1939 Filed 1-29-88; 8:45 am]

BILLING CODE 4160-15-M

National Institutes of Health

Health of Biomedical Research Institutions; Meeting

Notice is hereby given that the National Institutes of Health (NIH) will hold the seventh meeting of a series of regional public briefing meetings to be conducted under the auspices of the Advisory Committee to the Director, NIH, on "The Health of Biomedical Research Institutions." The purpose of the meetings is two-fold:

(1) To provide current information concerning the activities of the NIH by describing the broad political context in which the NIH operates, discussing the Federal budget process as it affects the formulation of the NIH budget, demonstrating recent trends in the funding of NIH programs, discussing the broad strategies adopted by NIH to meet emerging needs, and describing new NIH policies and programs designed to achieve program objectives; and

(2) To solicit through public testimony the views of biomedical researchers, university faculty and administrators, representatives of professional societies, and other interested parties concerning the impact of the Federal system of sponsored research on the health of biomedical research institutions.

The meeting will be held on Thursday, March 24, 1988, from 9:00 a.m. to 4:00 p.m. at Northwestern University (Chicago Campus), Chicago, Illinois.

Following presentations by the Director, NIH, and his senior staff, a panel comprised of members of the Advisory Committee to the Director, NIH; representatives of NIH national advisory councils; and senior NIH staff will spend the remainder of the day receiving testimony from public witnesses. Each witness will be limited to a maximum of ten minutes. Attendance and the number of presentations will be limited to the time and space available. Consequently, all individuals wishing to attend or to present a statement at this public meeting should notify, in writing, Jay Moskowitz, Ph.D., Executive Secretary, Advisory Committee to the Director, National Institutes of Health, Shannon Building, Room 137, Bethesda, Maryland 20892. Those planning to make a presentation should file a one-page summary of their remarks with Dr.

Moskowitz by February 26, 1988; a copy of the full text of these remarks should be submitted for the record at the time of the meeting. Additional information may be obtained by calling Mr. Edward Lynch, Division of Program Analysis, Office of Program Planning and Evaluation, National Institutes of Health, at (301) 496-4418.

Date: January 25, 1988.

James B. Wyngaarden,
Director, National Institutes of Health.

[FR Doc. 88-1946 Filed 1-29-88; 8:45 am]

BILLING CODE 4140-01-M

National Institute of Allergy and Infectious Diseases, Allergy and Clinical Immunology Subcommittee of the Allergy, Immunology, and Transplantation Research Committee; Meeting

Pursuant to Pub. L. 92-463, notice is hereby given of the meeting of the Allergy and Clinical Immunology Subcommittee of the Allergy, Immunology, and Transplantation Research Committee, National Institute of Allergy and Infectious Diseases, on February 23, 24 and 25, 1988, in Conference Room 4, Building 31C, at the National Institutes of Health, Bethesda, Maryland 20892.

The meeting will be open to the public from 8:30 a.m. to 10:55 a.m. on February 23, to discuss administrative details relating to committee business and for program review. Attendance by the public will be limited to space available. In accordance with the provisions set forth in secs. 552b(c)(4) and 552b(c)(6), Title 5, U.S.C. and sec. 10(d) of Pub. L. 92-463, the meeting of the Allergy and Clinical Immunology Subcommittee will be closed to the public for the review, discussion, and evaluation of individual grant applications and contract proposals from 10:55 a.m. on February 23 until adjournment on February 25. These applications, proposals, and the discussions could reveal confidential trade secrets or commercial property such as patentable material and personal information concerning individuals associated with the applications and proposals, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Ms. Patricia Randall, Office of Research Reporting and Public Response, National Institute of Allergy and Infectious Diseases, Building 31, Room 7A32, National Institutes of Health, Bethesda, Maryland 20892, telephone (301-496-5717), will provide a

summary of the meeting and a roster of the committee members upon request.

Dr. Nirmal K. Das, Executive Secretary, Allergy, Immunology and Transplantation Research Committee, NIAID, NIH, Westwood Building, Room 706, Bethesda, Maryland 20892, telephone (301-496-7966), will provide substantive program information.

(Catalog of Federal Domestic Assistance Program Nos. 13.855, Pharmacological Sciences; 13.856, Microbiology and Infectious Diseases Research, National Institutes of Health)

Dated: January 20, 1988.

Betty J. Beveridge,

Committee Management Officer, NIH.

[FR Doc. 88-1945 Filed 1-29-88; 8:45 am]

BILLING CODE 4140-01-M

National Institute of Allergy and Infectious Diseases, Microbiology and Infectious Diseases Research Committee; Meeting

Pursuant to Pub. L. 92-463, notice is hereby given of the meeting of the Microbiology and Infectious Diseases Research Committee, National Institute of Allergy and Infectious Diseases, on February 25 and 26, 1988, in Building 31C, Conference Room 7, at the National Institutes of Health, Bethesda, Maryland 20892.

The meeting will be open to the public from 8:30 a.m. to 11:30 a.m. on February 25, to discuss administrative details relating to committee business and for program review. Attendance by the public will be limited to space available. In accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), Title 5, U.S.C. and section 10(d) of Pub. L. 92-463, the meeting of the Microbiology and Infectious Diseases Research Committee will be closed to the public for the review, discussion, and evaluation of individual grant applications and contract proposals from 11:30 a.m. on February 25 until adjournment on February 26. These applications, proposals and the discussions could reveal confidential trade secrets or commercial property such as patentable material and personal information concerning individuals associated with the applications and proposals, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Ms. Patricia Randall, Office of Research Reporting and Public Response, National Institute of Allergy and Infectious Diseases, Building 31, Room 7A32, National Institute of Health, Bethesda, Maryland 20892, telephone (301-496-5717), will provide a summary

of the meeting and a roster of the committee members upon request.

Dr. M. Sayeed Quraishi, Executive Secretary, Microbiology and Infectious Diseases Research Committee, NIAID, NIH, Westwood Building, Room 706, Bethesda, Maryland 20892, telephone (301-496-7465), will provide substantive program information.

(Catalog of Federal Domestic Assistance Program Nos. 13.855, Pharmacological Sciences; 13.856, Microbiology and Infectious Diseases Research, National Institutes of Health)

Dated: January 20, 1988.

Betty J. Beveridge,

Committee Management Officer, NIH.

[FR Doc. 88-1947 Filed 1-29-88; 8:45 am]

BILLING CODE 4140-01-M

National Institute of Allergy and Infectious Diseases, Transplantation Biology and Immunology Subcommittee of the Allergy, Immunology, and Transplantation Research Committee; Meeting

Pursuant to Pub. L. 92-463, notice is hereby given of the meeting of the Transplantation Biology and Immunology Subcommittee of the Allergy, Immunology, and Transplantation Research Committee, National Institute of Allergy and Infectious Diseases, on March 2-3, 1988, in Conference Room 4, Building 31C, at the National Institutes of Health, Bethesda, Maryland 20892.

The meeting will be open to the public from 12 noon to 3 p.m. on March 2, to discuss administrative details relating to committee business and for program review. Attendance by the public will be limited to space available. In accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), Title 5, U.S.C. and section 10(d) of Pub. L. 92-463, the meeting of the Transplantation Biology and Immunology Subcommittee will be closed to the public for the review, discussion, and evaluation of individual grant applications and contract proposals from 8:30 a.m. until 12 noon on March 2, and from 3 p.m. on March 2 until adjournment on March 3. These applications, proposals, and the discussions could reveal confidential trade secrets or commercial property such as patentable material and personal information concerning individuals associated with the applications and proposals, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Ms. Patricia Randall, Office of Research Reporting and Public

Response, National Institute of Allergy and Infectious Diseases, Building 31, Room 7A32, National Institutes of Health, Bethesda, Maryland 20892, telephone (301-496-5717), will provide a summary of the meeting and a roster of the committee members upon request.

Dr. Nirmal K. Das, Executive Secretary, Allergy, Immunology and Transplantation Research Committee, NIAID, NIH, Westwood Building, Room 706, Bethesda, Maryland 20892, telephone (301-496-7966), will provide substantive program information.

(Catalog of Federal Domestic Assistance Program Nos. 13.855, Pharmacological Sciences; 13.856, Microbiology and Infectious Diseases Research, National Institutes of Health)

Dated: January 20, 1988.

Betty J. Beveridge,

Committee Management Officer, NIH.

[FR Doc. 88-1948 Filed 1-29-88; 8:45 am]

BILLING CODE 4140-01-M

Public Health Service

National Toxicology Program; Concept Review Meeting

Background: The National Toxicology Program (NTP) was established as a DHHS cooperative effort to coordinate and manage the Department's program to develop the scientific information necessary to protect the health of the American public from exposure to hazardous chemicals. The NTP is composed of components of the National Institute for Occupational Safety and Health (NIOSH), the National Center for Toxicological Research (NCTR), and the National Institute of Environmental Health Sciences (NIEHS). The NTP conducts short-term and long-term studies in rodents to determine which chemicals may be potentially hazardous to man. In order to assure the quality of the pathology data, both the technical and diagnostic aspects of the pathology data are reviewed from studies conducted under contract to NTP or studies conducted in-house. On Wednesday, February 10, 1988, the NTP plans a concept review of a project to provide support for pathology quality assurance. The meeting to review the concept will be open to the public so long as discussions are limited to review of the general project purposes, scopes, goals and various optional approaches to obtain the kinds of results that we seek.

Title of Project to be Concept Reviewed: Pathology Support for quality Assurance for the National Toxicology Program.

Period of Award: Five Years.

Funding Mechanism: Contract.

The concept review is to be held on Wednesday, February 10, 1988, at the National Institute of Environmental Health Sciences, South Campus, Building 101, Room B204, Alexander Drive, Research Triangle Park, North Carolina 27709. The meeting will begin at 10:00 a.m. If you have specific questions about the review, please call Dr. Gary A. Boorman (919) 541-3780, Project Officer for the current contract, or write to Dr. Boorman at the above address. For more general information contact Dr. Larry G. Hart, (919) 541-3971.

Dated: January 27, 1988.

David P. Rall,

Director, National Toxicology Program.

[FR Doc. 88-1988 Filed 1-29-88; 8:45 am]

BILLING CODE 4140-01-M

DEPARTMENT OF THE INTERIOR

Office of the Secretary

[DES 88-6]

Compliance With the National Environmental Policy Act; Notice Of Availability of Draft Supplemental Legislative Environmental Impact Statement on Proposed Changes to the Coastal Barrier Resources System

AGENCY: Department of the Interior.

ACTION: Notice of availability of a draft supplemental legislative environmental impact statement on proposed changes to the Coastal Barrier Resources System.

DATE: Comments will be accepted until March 17, 1988.

ADDRESS: Comments should be sent to: Coastal Barriers Study Group, National Park Service, U.S. Department of the Interior, P.O. Box 37127, Washington, DC 20013-7127.

FOR FURTHER INFORMATION CONTACT: Ms. Audrey Dixon, Coastal Barriers Study Group, National Park Service (473), P.O. Box 37127, Washington, DC 20023-7127.

SUPPLEMENTARY INFORMATION: Under the provisions of section 10 of the Coastal Barrier Resources Act of 1982 (16 U.S.C. 3509), the Secretary of the Interior is required to provide recommendations to the Congress for conservation of the fish, wildlife, and other natural resources of the Coastal Barrier Resources System (CBRS). He is also required to provide recommendations to the Congress for additions to or deletions from the CBRS, and for modifications to the boundaries of CBRS.

The Secretary of the Interior established a Coastal Barrier Resources Study Group in 1983 and instructed it to develop an inventory of undeveloped coastal barriers on all coastlines of the United States and to develop management alternatives that foster the conservation of the CBRS' natural resources. The maps of the inventory were made available on Monday, March 4, 1985 (Federal Register Vol. 50, No. 42, Part II, pp. 8689-8702), and the draft conservation alternatives on Wednesday, May 1, 1985 (Federal Register Vol. 50, No. 84, p. 18576). The public comment period closed on September 30, 1985. A Draft Report and Proposed Recommendations on the Coastal Barrier Resources System was made available for public comment on March 25, 1985 (Federal Register Vol. 52, No. 57, p. 9618), the comment period closed on June 23, 1987.

This Draft Supplemental Legislative Environmental Impact Statement (LEIS) is prepared as a supplement to the Final Environmental Statement (FES) on Undeveloped Coastal Barriers published by the Department of the Interior in 1983 to satisfy the requirements of the National Environmental Policy Act. It assesses the environmental implications of the Draft Report and Proposed Recommendations to Congress on the Coastal Barrier Resources System (CBRS). This document is intended to assist the Secretary of the Interior in making final recommendations to Congress pursuant to section 10 of the Coastal Barrier Resources Act of 1982.

Because copies of the 1983 FERS are in limited supply, you may be referred to a U.S. Fish and Wildlife Service regional office or other public repository in order to review it. Copies of the Executive Summary of the Draft Report and Proposed Recommendations as well as State atlases of the proposed changes to the CBRS can also be obtained from the office listed above.

Your views opinions on this document are solicited to assist the Secretary of the Interior in making his final decisions. Comments on either the LEIS or the Draft Report and Proposed Recommendations should be addressed to the office listed above. The Secretary will make final recommendations after reviewing the administrative record, but no changes will occur in the Coastal Barrier Resources System unless Congress takes further action.

Those individuals who commented on the Coastal Barrier Resources System Draft Report to Congress during the March 25-June 23, 1987, comment period need *not* resubmit their comments.

Dated: December 3, 1987.

William P. Horn,

Assistant Secretary for Fish and Wildlife and Parks.

Approved:

Bruce Blanchard,

Director, Environmental Project Review.

[FR Doc. 88-1994 Filed 1-29-88; 8:45 am]

BILLING CODE 4310-70-M

Bureau of Land Management

[ES-970-08-4121-14-2410; ES 36585]

Competitive Coal Lease Offering by Sealed Bid, Clay County, KY

AGENCY: Bureau of Land Management, Interior.

ACTION: Competitive coal lease offering by sealed bid.

SUMMARY: Notice is hereby given that certain coal resources in the Chap Branch Tract, Clay County, Kentucky, are being offered for competitive leasing by sealed bid in accordance with the provisions of the Mineral Leasing Act of 1920, as amended (30 U.S.C. 181 *et seq.*) and the Mineral Leasing Act for Acquired Lands of 1947. The Chap Branch Tract is being offered for lease as the result of an application filed by Leeco, Inc. for an emergency coal lease application ES 36585. The applicant has satisfactorily demonstrated under the emergency coal leasing regulation 43 CFR 3425.1-4, that if these coal deposits are not leased, they will be bypassed in the reasonably foreseeable future, and if leased, some portion of the tract applied for would be used within 3 years.

DATE: The lease sale will be held at 10:00 a.m. Tuesday, March 8, 1988. Sealed bids must be submitted on or before 4:00 p.m., Monday, March 7, 1988.

ADDRESS: The lease sale will be held in the Public Room of the Bureau of Land Management, Eastern States Office, 350 South Pickett Street, Alexandria, Virginia 22304. Sealed bids should be sent by certified mail-return receipt or hand-delivered to the above address.

FOR FURTHER INFORMATION CONTACT: Ms. Frances Javes, Bureau of Land Management, Eastern States Office, 350 South Pickett Street, Alexandria, Virginia 22304, (703) 274-0153.

SUPPLEMENTARY INFORMATION: The Chap Branch Tract will be leased to the qualified bidder of the highest cash amount provided that the high bid equals the fair market value of the tract. The minimum bid to be considered for this tract is \$100 per acre, or fraction thereof. Any bid less than \$100 per acre.

or fraction thereof, will not be considered and shall be returned. The minimum bid is not intended to represent fair market value. The fair market value of this tract will be determined by the authorized officer.

The lands included in Emergency Coal Lease Application ES 36585 are described as follows:

Chap Branch Tract

Clay County, Kentucky

Part of Tracts R-625 and R-744 (Metes and Bounds)

Containing approximately 230.94 acres

The Chap Branch Tract represents the continuation of an existing underground mining operation. The primary group and bed of interest is the Manchester (Lily). This tract is to be mined from the existing underground mine.

The proximate analysis of the Chap Branch Tract is:

1. Moisture (percent).....	2.91
2. Ash (percent).....	5.67
3. Sulfur (percent).....	1.29
4. BTU/lb (million tons).....	13,939
5. Approx. recoverable coal reserves (million tons).....	1.54
6. High-volatile A bituminous in rank.....	

Rental and Royalty—A lease issued as the result of this offering will provide for of an annual rental payment of \$3.00 per acre or fraction thereof and a royalty payable to the United States at a rate of 8.0 percent of the value of the coal produced by underground mining methods. The value of the coal shall be determined in accordance with 43 CFR 3485.2.

G. Curtis Jones, Jr.,

State Director.

[FR Doc. 88-2030 Filed 1-29-88; 8:45 am]

BILLING CODE 4310-GJ-M

[OR-050-4410-10:GP8-054]

Oregon; Prineville District Advisory Council Meeting

January 22, 1988.

AGENCY: Bureau of Land Management, Interior.

ACTION: Notice is hereby given that a meeting of the Prineville District Advisory Council will be held on April 7, 1988. The meeting will begin at 10:00 AM in the conference room of the Bureau of Land Management Office located at 185 East Fourth Street, Prineville, Oregon 97754. The agenda will include the following items: (1) Discussion of public comments on the Draft Brothers/LaPine Resource Management Plan and resulting plan modifications; (2) implementation of the BLM Organization Plan; (3) progress on the Prineville District land exchange

program; (4) progress on the development of the John Day and Deschutes River Management Plans; (5) upcoming resource management plan amendment for the BLM managed lands in Grant County.

The meeting is open to the public. Anyone wishing to attend and/or make written or oral comments to the Board is requested to contact the District Manager at the above address prior to April 1, 1988.

Summary minutes of the meeting will be available for review and reproduction within 30 days following the meeting.

James L. Hancock,

District Manager, Prineville District office.

[FR Doc. 88-2029 Filed 1-29-88; 8:45 am]

BILLING CODE 4310-33-M

[WY-930-08-4220-10; W-96702]

Termination of Proposed Withdrawal and Opening of Land; Wyoming

AGENCY: Bureau of Land Management, Interior.

ACTION: Notice.

SUMMARY: This notice terminates the segregative effect of a proposed withdrawal on 350 acres of land requested by the Department of Energy. This action will open 350 acres of land to surface entry and mining location. The land has been and will remain open to mineral leasing.

EFFECTIVE DATE: March 2, 1988.

FOR FURTHER INFORMATION CONTACT: Tamara Gertsch, Wyoming State Office, 2515 Warren Avenue, Cheyenne, Wyoming 82001, (307) 772-2072.

SUPPLEMENTARY INFORMATION: On September 4, 1985, a notice of proposed withdrawal and reservation of land for the Department of Energy was published in the Federal Register in Vol. 50, No. 171, Page No. 35876, FR Doc. 85-21007. The purpose of the application was for a disposal site for radioactive wastes. The land is no longer required for this purpose.

1. The segregative effect is hereby terminated as to the following described land:

Sixth Principal Meridian

T. 35 N., R. 94 W.,

Sec. 31, S $\frac{1}{2}$ N $\frac{1}{4}$, S $\frac{1}{2}$ N $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$, NW $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ E $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$.

2. At 10 a.m. on March 2, 1988, the land described in paragraph 1, will be opened to operation of the public land laws generally, subject to valid existing rights, the provisions of existing

withdrawals, and the requirements of applicable law. All valid applications received at or prior to 10 a.m. on March 2, 1988, shall be considered as simultaneously filed at that time. Those received thereafter shall be considered in the order of filing.

3. At 10 a.m. on March 2, 1988, the land described in paragraph 1, will be opened to location and entry under the United States mining laws. Appropriation of any of the lands described in this notice under the general mining laws prior to the date and time of restoration is unauthorized. Any such attempted appropriation, including attempted adverse possession under 30 U.S.C. 38, shall vest no rights against the United States. Acts required to establish a location and to initiate a right of possession are governed by State law where not in conflict with Federal law. The Bureau of Land Management will not intervene in disputes between rival locators over possessory rights since Congress has provided for such determinations in local courts.

John A. Naylor,

Chief, Branch of Land Resources.

January 14, 1988.

[FR Doc. 88-2027 Filed 1-29-88; 8:45 am]

BILLING CODE 4310-22-M

[NM-010-4212-20-RGRP]

Realty Action; Disposal of Public Lands in the Valencia II and III Disposal Blocks; New Mexico

AGENCY: Bureau of Land Management, Department of the Interior.

ACTION: Notice of realty action—Valencia II and III Disposal Blocks.

SUMMARY: The following public lands have been examined and found suitable for disposal under the Color-of-Title Acts of 1928 (45 Stat. 1069), 1932 (47 Stat. 53 U.S.C. 178), the Recreation and Public Purposes Act (45 U.S.C. 869 et. seq.), and under sales authority contained in section 203 of the Federal Land Policy and Management Act of 1976 (FLPMA), 43 U.S.C. 1713 (1976). The lands will not be offered for sale until 60 days after the date of this notice.

New Mexico Principal Meridian

T. 7N., R. 2E., NMPM,

Sec. 26 (portions thereof)

Sec. 35 (portions thereof)

Sec. 34 (portions thereof)

Comprising approximately 200 acres.

The specific parcels of public land will be disposed of using the following "Tract Disposal Criteria" in descending order of priority.

1. *Color-of-Title*. Color-of-Title disposals will be made to any applicant within the disposal area who qualifies under the Color-of-Title Acts.

2. *Non-Competitive (Direct) Sale*. Public lands within the disposal block will be sold without competition at Fair Market Value to those individuals who have occupied the parcels before June 11, 1979 (the date land use plans were approved for the area) but who do not qualify under one of the Color-of-Title Acts.

3. *Public Purposes*. If unoccupied lands within the disposal area are identified for recreational or other public purposes by state or local governments or other qualified public purposes applicants, they will be considered for disposal under the Recreation and Public Purposes Act.

4. *Competitive Sale*. All remaining tracts will be sold competitively if they are not needed for public purposes and if they were not occupied as of June 11, 1979 (the date land use plans were approved for the area).

A location map and information pertaining to this disposal block are available for review at the Rio Puerco Resource Area Office, 435 Montano Rd, NE, Albuquerque, New Mexico 87107, or telephone 505-761-4504. For a period of 45 days from the date of this Notice, interested parties may submit written comments to the Rio Puerco Resource Area Manager. Any adverse comments will be evaluated by the New Mexico State Director, Bureau of Land Management, who may vacate or modify this realty action and issue a final determination.

In the absence of any action by the State Director, this realty action will become the final determination of the Department of the Interior.

For further information contact Rick Hanks, Area Manager at (505) 761-4504 or FTS 474-4504.

Michael F. Reitz,

Associate District Manager.

[FR Doc. 88-1936 Filed 1-29-88; 8:45 am]

BILLING CODE 4310-FB-M

[NM-940-084520-1]

Filing of Plat of Survey; New Mexico

January 22, 1988.

The plats of surveys described below were officially filed in the New Mexico State Office, Bureau of Land Management, Santa Fe, New Mexico, effective at 10:00 a.m. on the dates shown.

A survey representing the survey of lots in sections 30 and 31, Township 2 South, Range 1 East, New Mexico

Principal Meridian, New Mexico, executed under Group 768, New Mexico, filed January 22, 1988.

A survey representing the dependent resurvey of portions of the north boundary of the Bosque del Apache Grant, the north boundary, the subdivisional lines, certain small holding claim boundaries, and the adjusted record meanders of portions of the Rio Grande, the subdivision of sections 3, 6, 10, and 15, and the survey of the new meanders and accreted lands in sections 4, 5, 9, and 16, Township 5 South, Range 1 East, New Mexico Principal Meridian, New Mexico, executed under Group 768, New Mexico, filed January 22, 1988.

These surveys were requested by the Area Manager, Socorro, New Mexico.

These plats will be in the open files of the New Mexico State Office, Bureau of Land Management, P.O. Box 1449, Santa Fe, New Mexico 87504. Copies of the plats may be obtained from the office upon payment of \$2.50 per sheet.

Kelley R. Williamson,

Acting Chief, Branch of Cadastral Survey.

[FR Doc. 88-1935 Filed 1-29-88; 8:45 am]

BILLING CODE 4310-FB-M

Fish and Wildlife Service

Receipt of Applications for Permits

The following applicants have applied for permits to conduct certain activities with endangered species. This notice is provided pursuant to section 10(c) of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531, *et seq.*):

PRT-724530

Applicant: Murphy, John, Weston, MA.

The applicant requests a permit to purchase in interstate commerce one pair on nene geese (*Branta sandvicensis*) from Mr. Dillon S. Ripley for the purpose of enhancement of the propagation of the species.

PRT-724508

Applicant: Los Angeles Zoo, Los Angeles, CA.

The applicant requests a permit to purchase in interstate commerce 50% ownership of a pair (male and female) of pudu (*Pudu pudu*) from International Animal Exchange, Ferndale, MI, for the purpose of enhancement of the propagation of the species.

PRT-724508

Applicant: Doug Larson, Chisholm, MN.

The applicant requests a permit to purchase in interstate commerce either a male and female, or twelve eggs, of masked bobwhite quail (*Colinus virginianus ridgwayi*) from the 7 Oaks

Game Farm, Wilmington, NC, for the purpose of enhancement of the propagation of the species.

PRT-724390

Applicant: Cincinnati Zoo, Cincinnati, OH.

The applicant requests a permit to export one male ocelot (*Felis pardalis*), to the Japan Feline Research Institute, for the purpose of enhancement of propagation and for exhibition.

PRT-719320

Applicant: Delta Primate Research Center, Covington, LA.

The applicant requests a permit to collect (take) blood, serum and skin samples from 45 white-collared mangabeys (*Cercocebus torquatus*) for leprosy research. Presently, 32 of these animals are inoculated with leprosy (*Mycobacterium leprae*). The applicant would like to inoculate the remaining 13 animals with leprosy.

PRT-724306

Applicant: San Diego Zoological Society, San Diego, CA.

The applicant request a permit to import one male and two female captive born Cuvier's gazelles (*Gazella cuvieri*) from Munchener Tierpark Hellabrun, Munich, Federal Republic of Germany for the purpose of increasing the reproductive potential of their breeding group.

PRT-724304

Applicant: San Diego Zoological Society, San Diego, CA.

The applicant requests a permit to import one male and one female captive born silvery gibbon (*Hylobates moloch*) for the purpose of establishing an additional breeding pair for the North American captive population.

PRT-679956

Applicant: William and Barbara Woodcock, Ruskin, FL.

The applicant requests a permit to re-export and re-import one male and one female Asian elephant (*Elephas maximus*) for the purpose of educating the public about the conservation needs of the species and for exhibition.

PRT-724540

Applicant: Archie Carr Center for Sea Turtle Research, Gainesville, FL.

The applicant requests a permit to import tissue samples of the following sea turtle species for studies on nutrition, demography, and growth rates: green sea turtle (*Chelonia mydas*), Pacific green sea turtle (*C.m. agassizii*), loggerhead sea turtle (*Caretta caretta*), hawksbill (=carey) sea turtle (*Eretmochelys imbricata*), Olive

(Pacific) Ridley sea turtle (*Lepidochelys olivacea*), Kemp's (Atlantic) Ridley sea turtle (*Lepidochelys kempii*), and leatherback sea turtle (*Dermochelys coriacea*). Samples will be collected throughout the turtles' ranges and the live turtles will be released at the site of capture. No animals will be held in captivity.

Documents and other information submitted with these applications are available to the public during normal business hours (7:45 am to 4:15 pm) Room 403, 1375 K. Street NW., Washington, DC 20005, or by writing to the Director, U.S. Office of Management Authority, P.O. Box 27329, Central Station, Washington, DC 20038-7329.

Interested persons may comment on any of these applications within 30 days of the date of this publication by submitting written views, arguments, or data to the Director at the above address. Please refer to the appropriate applicant and PRT number when submitting comments.

Date: January 22, 1988.

R. K. Robinson,

Chief, Branch of Permits, U.S. Office of Management Authority.

[FR Doc. 88-1984 Filed 1-29-88; 8:45 am]

BILLING CODE 4310-AN-M

Minerals Management Service

Information Collection Submitted to the Office of Management and Budget for Review Under the Paperwork Reduction Act

The proposal for the collection of information listed below has been submitted to the Office of Management and Budget for approval under the provisions of the Paperwork Reduction Act (44 U.S.C. Chapter 35). Copies of the proposed collection of information and related forms and explanatory material may be obtained by contacting the Bureau's clearance officer at the phone number listed below. Comments and suggestions on the requirement should be made within 30 days directly to the Bureau clearance officer and to the Office of Management and Budget Interior Department Desk Officer, Washington, DC 20503, telephone (202) 395-7340; with copies to Gerald D. Rhodes; Chief, Branch of Rules, Orders, and Standards; Offshore Rules and Operations Division; Mail Stop 646, Room 6A110; Minerals Management Service; 12203 Sunrise Valley Drive; Reston, Virginia 22091.

Title: Outer Continental Shelf Minerals, General (30 CFR Part 256).

Abstract: Respondents submit information necessary for the Minerals

Management Service to determine which tracts will be leased, to identify areas for environmental study and further consideration for leasing, and to determine if the applicant or bidder for an Outer Continental Shelf (OCS) lease is qualified to hold such a lease.

Bureau Form Numbers: None.

Frequency: On occasion.

Description of Respondents: Federal OCS oil and gas lessees, potential bidders, and the public.

Annual Responses: 2,693.

Annual Burden Hours: 12,819.

Bureau Clearance Officer: Dorothy Christopher, (703) 435-6213.

Date: December 31, 1987.

John B. Rigg,

Associate Director for Offshore Minerals Management.

[FR Doc. 88-1938 Filed 1-29-88; 8:45 am]

BILLING CODE 4310-MR-M

National Park Service

San Antonio Missions Advisory Commission; Meeting

Notice is hereby given in accordance with the Federal Advisory Committee Act that a meeting of the San Antonio Missions Advisory Commission will be held at 1:00 p.m., Tuesday, February 23, 1988, at the park headquarters, located at 2202 Roosevelt, San Antonio, Texas.

The San Antonio Missions Advisory Commission was established pursuant to Pub. L. 95-629, Title II, November 10, 1978. The purpose of the Commission is to advise the Secretary of the Interior or his designee on matters relating to the park and with respect to carrying out the provisions of the statute establishing the San Antonio Missions National Historical Park.

Matters to be discussed include:

- Mission Concepcion development design (parking lot and contact station)
- Recognition of reappointments to the Commission
- Park boundary adjustment
- Engineering design of Phase II of Mission Road
- Operations Update
- County Report
- Los Compadres Report
- Archdiocese Report
- Open Discussion

The meeting will be open to the public, however, facilities and space for accommodating members of the public will be limited and persons will be accommodated on a first-come-first-served basis. Any member of the public may file a written statement concerning the matters to be discussed with the

Superintendent, San Antonio Missions National Historical Park.

Persons wishing further information regarding this meeting or who wish to submit a written statement may contact Jose A. Cisneros, Superintendent, 2202 Roosevelt Avenue, San Antonio, Texas 78210 (512) 229-5701.

Minutes of the meeting will be available for public review approximately four weeks after the meeting at the office of the San Antonio Missions National Historical Park.

Date: January 22, 1988.

John E. Cook,

Regional Director, Southwest Region.

[FR Doc. 88-2000 Filed 1-29-88; 8:45 am]

BILLING CODE 4310-70-M

DEPARTMENT OF JUSTICE

Drug Enforcement Administration

[Docket No. 87-39]

Kurt H. Rotermund, D.O.; Revocation of Registration

On April 3, 1987, the Administrator of the Drug Enforcement Administration (DEA), issued an Order to Show Cause and Immediate Suspension of Registration to Kurt H. Rotermund, D.O., Southwest Medical Clinic, 4123 Montgomery Blvd. NE., Albuquerque, New Mexico 87109 (Respondent) The Order to Show Cause sought to revoke Respondent's DEA Certificate of Registration AR9266556, and to deny any pending applications for renewal of that registration. The grounds for the issuance of the Order to Show Cause and Immediate Suspension are that Respondent's continued registration is inconsistent with the public interest, and would constitute an imminent danger to the public health and safety during the pendency of administrative proceedings. The Administrator made three preliminary findings supporting the immediate suspension of Respondent's registration. They were that: (1) Respondent sold prescriptions for Dilaudid and Preludin, Schedule II controlled substances, to individuals for no legitimate medical purpose and outside the course of professional practice; (2) Respondent was arrested by officers of the New Mexico State Police on February 17, 1987, and charged with trafficking in Dilaudid and Preludin, and continued to write prescriptions for Dilaudid and Preludin to the same individuals in March 1987; and (3) Respondent wrote in excess of 1,000 prescriptions for Schedule II controlled substances, primarily

Dilaudid and Preludin, from August 1986 through March 1987.

Respondent, through counsel, requested a hearing in a letter dated April 22, 1987. The matter was docketed before Administrative Law Judge Francis L. Young. Following prehearing filings, a hearing was held in Albuquerque, New Mexico on June 2, 1987. Judge Young issued his opinion and recommended decision on November 6, 1987.

The Administrative Law Judge found that a review of selected pharmacies in the Albuquerque, New Mexico area for the period August 1986 through April 1987, disclosed 1266 prescriptions written by Respondent. All these prescriptions were for controlled substances. Of these prescriptions, 841 were for Preludin 75 mg., totalling 48,585 dosage units; and 425 were for Dilaudid 4mg. tablets, totalling 24,869 dosage units. During this time, DEA Investigators received information from a confidential informant that indicated that he/she had obtained prescriptions for Dilaudid and Preludin from Respondent, and had paid \$300 for the Dilaudid prescription, and \$75 for the Preludin prescription.

On January 23, 1987, an Agent from the New Mexico State Police, using the undercover name of Annie Williams, visited Respondent's office. The Agent told Respondent she needed some "D's." Respondent gave her a prescription for Dilaudid after asking what name she wanted on the prescription. Respondent also provided the undercover Agent with a form to give the pharmacist indicating she was being treated for pain. The Agent then requested a prescription for "Lu's." Respondent prescribed Preludin for the Agent. He told the Agent to tell the pharmacist she had narcolepsy since she did not have a weight problem. The Respondent did not examine the Agent, ask the Agent any medical questions, or keep any medical record. He charged the Agent \$60 for the Preludin prescription and \$300 for the Dilaudid prescription.

On February 17, 1987, Respondent was arrested at his office by the New Mexico State Police. At the time of his arrest, Respondent's black bag contained a Colt 45 automatic, full ammunition clips, a stethoscope, a glove and two nonsurgical knives. Respondent indicated that the gun was to protect himself from people who could not get their prescriptions filled. Following Respondent's arrest, the New Mexico State police received information that

Respondent continued to write illegal prescriptions for Dilaudid and Preludin. On March 12, 1987, a confidential informant, monitored by the New Mexico State Police, went to Respondent's office and requested a prescription for a fictitious brother-in-law, Fred Hill. The informant left with a prescription for Dilaudid in the name of Fred Hill for which he paid \$300. Dilaudid and Preludin are Schedule II controlled substances which are available on the street in Albuquerque, New Mexico for \$40 to \$50 a tablet for Dilaudid and \$5 to \$10 a tablet for Preludin.

Respondent was present at the hearing, but did not testify. He presented no evidence and no witnesses. There is no evidence in the record to contradict the evidence presented by the Government.

The Administrative Law Judge concluded that the preponderance of the evidence established that Respondent was not in compliance with applicable State and Federal laws relating to controlled substances, and that continued registration of Respondent was inconsistent with the public interest. The Administrative Law Judge recommended that the Administrator revoke Respondent's DEA Certificate of Registration.

The Administrator adopts the opinion and recommended decision of the Administrative Law Judge in its entirety. The Administrator concludes that there is a lawful basis for the revocation of Respondent's DEA Certificate of Registration, and that such registration is inconsistent with the public interest. Respondent's activity was not the practice of medicine, but merely the trafficking of significantly abused controlled substances for profit.

Accordingly, the Administrator of the Drug Enforcement Administration, pursuant to the authority vested in him by 21 U.S.C. 823 and 824 and 28 CFR 0.100(b), hereby orders that DEA Certificate of Registration AR9266556, previously issued to Kurt H. Rotermund, D.O., be, and it hereby is, revoked. Any pending applications for registration submitted by Respondent are hereby denied. This order is effective March 2, 1988.

Dated: January 25, 1988.

John C. Lawn,
Administrator.

[FR Doc. 88-1937 Filed 1-29-88; 8:45 am]

BILLING CODE 4410-09-M

SMALL BUSINESS ADMINISTRATION Region VI Advisory Council; Public Meeting; Texas

The U.S. Small Business Administration, Region VI Advisory Council, located in the geographical area of Houston, Texas, will hold a public meeting at 1:30 p.m. Wednesday, February 10, 1988, in the conference room of the SBA Houston District Office, located at 2525 Murworth, Suite 112, Houston, Texas 77054, to discuss such matters as may be presented by members, staff of the U.S. Small Business Administration, or others present.

For further information, write or call Rodney W. Martin, District Director, U.S. Small Business Administration, 2525 Murworth, Suite 112, Houston, Texas 77054, (713) 660-4409.

Jean M. Nowak,

Director, Office of Advisory Councils.

January 25, 1988.

[FR Doc. 88-2025 Filed 1-29-88; 8:45 am]

BILLING CODE 8025-01-M

[License No. 02/02-0403]

Filing of an Application for Transfer of Ownership and Control; EAB Venture Corp.

Notice is hereby given that an application has been filed with the Small Business Administration (SBA), pursuant to § 107.601 of the Regulations governing small business investment companies (13 CFR 107.601) for the transfer of ownership and control of EAB Venture Corp. (the Licensee), 10 Hanover Square, New York, New York 10015, a Federal Licensee under the Small Business Investment Act of 1958, as amended, (the Act) (15 U.S.C. 661 et seq.) The proposed transfer of control of EAB Venture Corp., which was licensed August 18, 1980, is subject to the prior written approval of SBA.

At the present time the Licensee has 3,000 shares of voting common stock issued and outstanding. It is proposed that European American Bank will exchange its 3,000 shares of the voting common stock for certain shares in one class of non-voting preferred stock of the Licensee. In addition, the Licensee intends to issue shares of non-voting Junior Preferred Stock and voting Common Stock to persons other than European American Bank.

The proposed officers, directors and shareholders owning 10 or more percent of the voting securities of the Licensee will be as follows:

Name	Title or relationship	Percentage of shares owned
Mark R. Littell, 65 Norwood Avenue, Upper Montclair, NJ 07043.	President, Director.	37.84
Francis J. McBrien, 175 Old Farm Road, Levittown, NY 11756.	Director	
Robert E. LaBlanc, 323 Highland Avenue, Ridgewood, NJ 07450.	Director	5.92
Dr. Alfred Saffer, 160 East 65th Street, #26C, New York, NY 10021.	Director	2.96
Hazel Matthews-Forte, 92-31 57th Avenue, #1N, Elmhurst, NY 11373.	Controller, Secretary	
Sunwestern Holding Company, 3 Forrest Plaza, Suite 1300, 12221 Merit Drive, Dallas, Texas 75251.	Shareholder	29.6

It is proposed that upon the change of control the name of the Licensee will be changed to Norwood Venture Corp.

Matters involved in SBA's consideration of the application include the general business reputation and character of the proposed management, and the probability of successful operations of the new company under their management including profitability and financial soundness in accordance with the Small Business Investment Act and the SBA Rules and Regulations.

Notice is further given that any person may, not later than 30 days from the date of publication of this Notice, submit written comments on the proposed SBIC to the Deputy Associate Administrator for Investment, Small Business Administration, 1441 "L" Street NW., Washington, DC 20416.

A copy of this Notice will be published in a newspaper of general circulation in the New York, New York area.

(Catalog of Federal Domestic Assistance Program No. 59.011, Small Business Investment Companies)

Robert G. Lineberry,
Deputy Associate Administrator for Investment.

Dated: January 26, 1988.

[FR Doc. 88-2024 Filed 1-29-88; 8:45 am]

BILLING CODE 8025-01-M

[Application No. 09/09-5376]

San Joaquin Business Services Group, Inc.; Application for a License To Operate as a Small Business Investment Company

An application for a license to operate as a small business investment company under the provisions of section 301(d) of the Small Business Investment Act of 1958, as amended 15 U.S.C. 661 *et seq.*, has been filed by San Joaquin Business Services Group, Inc. (San Joaquin), with the Small Business Administration, (SBA), pursuant to 13 CFR 107.102 (1987).

The officers, directors, and stockholders of San Joaquin are as follows:

Name and address	Title	Percentage ownership of corporation
William F. Stewart, Ph.D, 1011 E. Ashlan, No. 106, Fresno, California 93704.	Chairman and Director	
Joe Williams, 8683 North Colfax, Fresno, California 93710.	President and Director	
Harold F. Brown, 237 Fairgrounds Dr., Sacramento, California 95817.	Investment Advisor/ Manager and Director	
Richard L. Giddens, 1233 East Alhambra, Fresno, California 93728.	Treasurer	
Robert M. Perkins, 4869 East Clinton, Fresno, California 93703.	Secretary and Director	
Michael A. Carpenter, 7229 North Dewey, Fresno, California 93711.	Director	
Gail G. Griego, 2920 East Huntington Blvd, Fresno, California 93721.	.....do	
Gene M. Geish, 2170 Santa Ana Clovis, California 93621.	.....do	
Thomas L. Hunt, 5139 Horseshore Bend, Clovis, California 93612.	.....do	
Roger Palomino, 205 East Clinton, Fresno, California 93703.	.....do	
C. Peter Wilson, 4885 N. Backer Ave., No. 107, Fresno, California 93726.	.....do	
Fresno County Economic Opportunities Commission, 2100 East Tulare Street, Fresno, California 93721.	Shareholder	100

San Joaquin, a California corporation, with its principal place of business located at 2310 Tulare Street, Suite 140, Fresno, California 93721, will begin operations with \$1,000,000 of private capital derived from the sale of common stock, to Fresno County Economic Opportunities Commission (FCEOC). Funds from FCEOC were derived from its home energy program under contract with Pacific Gas and Electric Company.

San Joaquin will conduct its activities principally in the State of California.

As a small business investment company under section 301(d) of the Act, the Applicant has been organized and chartered solely for the purpose of performing the functions and conducting the activities contemplated under the Small Business Investment Act of 1958, as amended from time to time, and will provide assistance solely to small business concerns which will contribute to a well-balanced national economy by facilitating ownership in such concerns by persons whose participation in the free enterprise system is hampered because of social or economic disadvantages.

Matters involved in SBA's consideration of the Applicant include the general business reputation and character of the proposed owners and management, and the probability of successful operation of the Applicant under this management including adequate profitability and financial soundness, in accordance with the Small Business Investment Act and the SBA Rules and Regulations.

Notice is hereby given that any person may, not later than 30 days from the date of publication of this notice, submit to SBA written comments on the proposed Applicant. Any such communication should be addressed to the Deputy Associate Administrator for Investment, Small Business Administration, 1441 L Street NW., Washington, DC 20416.

A Copy of this notice shall be published in a newspaper of general circulation in Fresno, California.

(Catalog of Federal Domestic Assistance Program No. 59.011, Small Business Investment Companies)

Robert G. Lineberry,
Deputy Associate Administrator for Investment.

Dated: January 26, 1988.

[FR Doc. 88-2026 Filed 1-29-88; 8:45 am]

BILLING CODE 8025-01-M

DEPARTMENT OF STATE

[Public Notice 1047]

Privacy Act of 1974; New System of Records

Notice is hereby given that the Department of State proposes to create a new system of records, the "Communications Training Records, STATE-57," pursuant to the provisions of the Privacy Act of 1974 (5 U.S.C. 552a(o)) and the Office of Management and Budget Circular No. A-130, Appendix I. The Department's report was filed with the Office of Management and Budget on January 5, 1988.

The proposed system will facilitate the functions of the Office of Communications Training Division by providing a data base storage for quick access to biographic training information such as an individual's formal education, technical training, previous assignments, and related information which is requisite in making a valid training decision.

Any persons interested in commenting on the new system of records may do so by submitting comments in writing to the Information and Privacy Coordinator, Foreign Affairs Information Management Center, Room 1239, Department of State, 2201 C Street NW., Washington, DC 20520.

The new system, the "Communications Training Records, STATE-57," will read as set forth below.

For the Secretary of State,

Dated: January 5, 1988.

Richard C. Faulk,

Acting Assistant Secretary for Administration.

STATE-57**SYSTEM NAME:**

Communications Personnel Training Records.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Office of Communications, Resource Management Training Division, 2201 C Street NW., Washington, DC 20520; and Warrenton Training Center, Bear Wallow Road, Warrenton, Virginia 22186.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

All Foreign Service professional communications personnel, Foreign Service officer and secretary back-up communications personnel, and Civil Service communications personnel employed by the Department of State.

CATEGORIES OF RECORDS IN THE SYSTEM:

Employee's name, social security account number, grade, date and place of birth, current and previous assignments, Continuing Education Units (CEU'S) awarded, previous experience and educational backgrounds, and technical training provided by the Office of Communications.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

Foreign Service Act of 1980, as amended, (22 U.S.C. 3901), and the Civil Service Reform Act of 1978 (5 U.S.C. 1101).

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

The Office of Communications will use this record system in determining current and future training requirements of those individuals who are professional communications personnel and who have been tasked to perform additional back-up communications duties at Foreign Service posts.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:**STORAGE:**

Hard copy, computer media.

RETRIEVABILITY:

By individual name, social security account number, assignment/posts and types of training.

SAFEGUARDS:

All employees of the Department of State have undergone a background security investigation. Access to the Department of State and its annexes is controlled by security guards, and admission is limited to those individuals possessing a valid identification card or individuals under proper escort. All records containing personal information on a computerized data base are accessible only through computer media under Department of State jurisdiction and placed in restricted areas, access to which is limited to authorized personnel. Access to computerized files is password-protected and under the direct responsibility of the system manager. The system manager has the capability of printing audit trails of access from the computer media, thereby permitting regular ad hoc monitoring of computer usage.

RETENTION AND DISPOSAL:

Biographic training data may be maintained in the system for as long as the individual is employed by the Department of State. More specific

information regarding retention and disposal may be obtained by writing to the Director, Foreign Affairs Information Management Center, Room 1239, Department of State, 22201 C Street NW., Washington, DC 20520.

SYSTEM MANAGER AND ADDRESS:

Chief of Training Division, Warrenton Training Center, Box 3050, B-47, Warrenton, Virginia 22188.

NOTIFICATION PROCEDURE:

Individuals who have reason to believe that the Communications Personnel Training Records might contain records pertaining to themselves should write to the Information and Privacy Coordinator, Foreign Affairs Information Management Center, Room 1239, Department of State, 2201 C Street NW., Washington, DC 20520. The individual must specify that he/she wishes the records of the Communications Personnel Training Records to be checked. At a minimum, the individual must include: Date and place of birth; current mailing address and zip code; signature.

RECORD ACCESS PROCEDURES:

Individuals who wish to gain access to or amend records pertaining to themselves should write to the Information and Privacy Coordinator, Foreign Affairs Information Management Center (address above).

CONTESTING RECORD PROCEDURES:

(See above).

RECORD SOURCE CATEGORIES:

The individual employee and the Department's central personnel database.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

[FR Doc. 88-1965 Filed 1-29-88; 8:45 am]

BILLING CODE 4710-24-M

DEPARTMENT OF TRANSPORTATION**Aviation Proceedings; Agreements Filed During the Week Ending January 22, 1988**

The following agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. 408, 409, 412, and 414. Answers may be filed within 21 days of date of filing.

Docket No. 45401

Parties: Members of International Air Transport Association

Date Filed: January 20, 1988

Subject: TC 2-3 Passenger Fares

Proposed Effective Date: April 1, 1988

Docket No. 45402

Parties: Members of International Air Transport Association

Date Filed: January 20, 1988

Subject: Santiago-Tahiti Fares

Proposed Effective Date: April 1, 1988.

Phyllis T. Kaylor,

Chief, Documentary Services Division.

[FR Doc. 88-1985 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-62-M

Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ended January 22, 1988

The following applications for certificates of public convenience and necessity and foreign air carrier permits were filed under Subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 *et. seq.*). The due date for answers, conforming application, or motion to modify scope are set forth below for each application. Following the answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket No. 45397

Date Filed: January 19, 1988

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: February 16, 1988

Description: Application of Wings West Airlines, Inc., d/b/a American Eagle, pursuant to section 401 of the Act and Subpart Q of the Regulations for a certificate of public convenience and necessity for Scheduled and Charter Interstate and Overseas air transportation of persons, property and mail.

Docket No. 45404

Date Filed: January 22, 1988

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: February 19, 1988

Description: Application of Aerovias, S.A. pursuant to section 402 of the Act and Subpart Q of the Regulations requests a foreign air carrier permit to engage in foreign air transportation of property and mail as follows: Between Guatemala City, on the one hand and

Miami, Florida, on the one hand, via an intermediate point or points.

Phyllis T. Kaylor,

Chief, Documentary Service Division.

[FR Doc. 88-1986 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-62-M

Federal Aviation Administration

Approval of Noise Compatibility Program; Cleveland-Hopkins International Airport, Cleveland, OH

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the City of Cleveland, Department of Port Control under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and 14 CFR Part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On July 3, 1984, the FAA determined that the noise exposure maps submitted by the City of Cleveland, Department of Port Control, under Part 150 were in compliance with applicable requirements. On August 18, 1987, the Administrator approved the Cleveland Hopkins International Airport noise compatibility program. All of the recommendations of the program were approved.

EFFECTIVE DATE: The effective date of the FAA's approval of the Cleveland-Hopkins International Airport noise compatibility program is August 18, 1987.

FOR FURTHER INFORMATION CONTACT: Prescott C. Snyder, Federal Aviation Administration, Great Lakes Region, Airports Division, AGL-611, 2300 East Devon Avenue, Des Plaines, Illinois 60018, (312) 694-7538. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the noise compatibility program for Cleveland-Hopkins International Airport, effective August 18, 1987.

Under section 104(a) the Aviation Safety and Noise Abatement Act (ASNA) of 1979, (hereinafter referred to as "the ACT") an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of

existing noncompatible land uses and prevention of additional noncompatible land uses within the area covered by the noise exposure maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulation (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act, and is limited to the following determinations:

a. The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the

program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the FAA Detroit Airports District Office in Belleville, Michigan.

The City of Cleveland, Department of Port Control submitted to the FAA on November 17 and 30, 1983, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from September, 1981, through June 1985. The Cleveland-Hopkins International Airport noise exposure maps were determined by the FAA to be in compliance with applicable requirements on July 3, 1984. Notice of this determination was published in the *Federal Register* on September 19, 1984.

The Cleveland-Hopkins International Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to beyond the year 1992. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 104(b) of the Act. The FAA began its review of the program on February 20, 1987 and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period would have been deemed to be an approval of such program.

The submitted program contained seven (7) proposed actions for noise mitigation, on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the Administrator effective August 18, 1987.

Outright approval was granted for all of the specific program elements. Operational measures approved include equitable fan-out procedure, 095 degree departure corridor and noise abatement departures. Approved land use measures include land acquisition, soundproofing/easement program, airport zoning overlay district, and complete installation of noise monitoring system.

These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on August 18, 1987.

The Record of Approval, as well as other evaluation materials and the

documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the City of Cleveland, Department of Port Control.

Issued in Des Plaines, Illinois, on December 23, 1987.

Monte R. Belger,

Acting Director, Great Lakes Region.

[FR Doc. 87-1963 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-13-M

Approval of Noise Compatibility Program; Port Columbus International Airport, Columbus, OH

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the City of Columbus, Department of Public Utilities and Aviation under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and 14 CFR Part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report Number 96-52 (1980). On July 28, 1987, the FAA determined that the noise exposure maps submitted by the City of Columbus, Department of Public Utilities and Aviation under Part 150 were in compliance with applicable requirements. On September 25, 1987, the Administrator approved the Port Columbus International Airport noise compatibility program. All of the recommendations of the program were approved except one measure, A.3., which relates to specific flight procedures requiring additional information and analysis.

EFFECTIVE DATE: The effective date of the FAA's approval of the Port Columbus International Airport noise compatibility program is September 25, 1987.

FOR FURTHER INFORMATION CONTACT: Prescott C. Snyder, Federal Aviation Administration, Great Lakes Region, Airports Division, AGL-611, 2300 East Devon Avenue, Des Plaines, Illinois 60018, (312) 694-7538. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the noise compatibility program for Port Columbus International Airport, effective September 25, 1987.

Under section 104(a) the Aviation Safety and Noise Abatement Act (ASNA) of 1979, (hereinafter referred to as "the ACT") an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing noncompatible land uses and prevention of additional noncompatible land uses within the area covered by the noise exposure maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulation (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act and is limited to the following determinations:

a. The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing

action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the FAA Detroit Airports District Office in Belleville, Michigan.

The City of Columbus, Public Utilities and Aviation Department submitted to the FAA on March 26, 1987, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from May 3, 1985 through March 26, 1987. The Port Columbus International Airport noise exposure maps were determined by the FAA to be in compliance with applicable requirements on July 28, 1987. Notice of this determination was published in the *Federal Register* on August 10, 1987.

The Port Columbus International Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to beyond the year 1992. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 104(b) of the Act. The FAA began its review of the program on March 26, 1987, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period would have been deemed to be an approval of such program.

The submitted program contained nineteen (19) proposed actions for noise mitigation, on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the Administrator effective September 25, 1987.

Outright approval was granted for eighteen (18) of nineteen (19) specific program elements submitted. One measure, A.3, was not approved at this time, because it relates to specific flight procedures which require additional information and analysis. Program elements approved consist of

operational controls, such as establishment of departure tracks to the west, use of standard noise abatement departure profile, restrictions on maintenance run ups and other noise relief procedures. Also, included are land use strategies such as land acquisition, easements, soundproofing, zoning restrictions, and building code requirements. Finally, program management elements are included such as establishing and staffing a noise abatement office to monitor airport noise, document noise complaints, educate the public on airport noise, and update the noise compatibility program.

These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on September 25, 1987.

The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the City of Columbus, Department of Public Utilities and Aviation.

Issued in Des Plaines, Illinois, on December 29, 1987.

Monte R. Belger,

Acting Director, Great Lakes Region.

[FR Doc. 88-1964 Filed 1-29-87; 8:45 am]

BILLING CODE 4910-13-M

[Docket No. 046CE; Petition Notice PE-88-1]

Petition of the British Aerospace Public Limited Co. for Exemption From Certain Ground Load and Landing Gear Requirements; Correction

SUMMARY: On January 21, 1988, on page 1699, the above named petition for exemption was inadvertently omitted from the document published in *Federal Register*; therefore it is being published below.

Debbie Swank,

Acting Manager, Program Management Staff.

The Administrator,
Federal Aviation Administration
Rules Docket (AGC-204),
800 Independence Avenue,
Washington, DC. 20591
24th November 1987.

Dear Sir: British Aerospace Jetstream Series 3200, petition for exemption from certain ground load and landing gear requirements of FAR 23.

In accordance with the requirements of FAR Part 11, Section 11.25(b)(2)(iv), British Aerospace plc, Civil Aircraft Division, Prestwick hereby submit in duplicate a Petition for an exemption from certain ground load and landing gear requirements of Federal Aviation Regulations Part 23.

The Petition respectfully requests that:

(a) the FAA grant an exemption to permit certification of the Jetstream Model 3201 in the Commuter Category of FAR Part 23 with the landing gear and associated structure complying with the design standards of FAR Part 25,

(b) the publication and comment procedures normally applicable to petitions for exemption be found unnecessary in this case,

(c) the 120-day advance filing requirement of Section 11.25(b)(1) of the FARs be waived,

(d) this Petition be granted expeditiously.

Yours faithfully for and on behalf of British Aerospace Public Limited Company, Civil Aircraft Division.

B.J.G. Asbeek Brusse,

Chief Airworthiness Engineer.

cc. Mr. Craig Beard, AWS-1 Washington DC
Mr. John Varoli, AEU-100 FAA Brussels
Mr. Richard F. Yotter, ACT-109 FAA
Kansas City
Mr. M. Murden, CAA Redhill
Mr. P. Meiklem, British Embassy
Washington DC

British Aerospace Public Limited Company Civil Aircraft Division, Prestwick, Scotland

British Aerospace Jetstream Model 3201; Petition for Exemption From Certain Ground Loads and Landing Gear Requirements of FAR Part 23

Communications with respect to this document should be sent to: British Aerospace Public Limited Company, Civil Aircraft Division, Prestwick Airport, Ayrshire, Scotland KA9 2RW.

For the attention of: B J G Asbeek Brusse, Chief Airworthiness Engineer.

In pursuance of Type Certification of Jetstream Model 3201, for which an application was made on 1st June 1987, British Aerospace, Civil Aircraft Division, Prestwick, hereby petition the Administrator of the Federal Aviation Administration for an exemption from certain Ground Loads and Landing Gear requirements of FAR part 23 of Commuter Category Airplanes.

1. Summary of Petition for Exemption

1.1 Citation. FAR Part 23, as amended up to and including amendments 23-24, paragraphs 23.471 thru 23.511 and 23.721 thru 23.737.

1.2. Description. British Aerospace requests that an exemption be ranged to the Jetstream Model 3201 from the above cited requirements. The exemption is requested on the basis of equivalent safety provided by meeting the Ground Loads & Landing Gear requirements of FAR Part 25 in lieu of FAR Part 23 requirements. The proposed basis has previously been accepted by the Administrator for certification of the Jetstream Model 3101 and is compatible

with the Country of Origins National Code.

2. Rules From Which Relief is Sought

Relief is sought from the following FAR Part 23 rules as effective on 1st June 1987:

Ground Loads

- FAR 23.471—General
- FAR 23.473—Ground Load Conditions and Assumptions
- FAR 23.477—Landing Gear Arrangement
- FAR 23.479—Level Landing Conditions;—except subpara. (d)
- FAR 23.481—Tail Down Landing Conditions
- FAR 23.483—One Wheel Landing Conditions
- FAR 23.485—Side Load Conditions
- FAR 23.493—Braked Roll Conditions
- FAR 23.497—Supplementary Conditions for Tail Wheels
- FAR 23.499—Supplementary Conditions for Nose Wheels
- FAR 23.505—Supplementary Conditions for Skiplanes
- FAR 23.509—Towing Loads
- FAR 23.511—Ground Load; Unsymmetrical Loads on Multiple Wheel Units

Landing Gear

- FAR 23.721—General
- FAR 23.723—Shock Absorption Tests
- FAR 23.725—Limit Drop Tests
- FAR 23.726—Ground Load Dynamic Tests
- FAR 23.727—Reserve Energy Absorption Drop Tests
- FAR 23.729—Landing Gear Extension and Retraction System
- FAR 23.731—Wheels
- FAR 23.733—Tires
- FAR 23.735—Brakes
- FAR 23.737—Skis

3. Text of Petition

3.1 British Aerospace, Civil Aircraft Division, Prestwick, petition for exemption from certain Ground Loads and Landing Gear requirements of FAR Part 23 for Commuter Category Airplanes to be granted to Jetstream Model 3201.

3.2 In lieu of the FAR Part 3 paragraphs listed in paragraph 2 of this petition, British Aerospace, Civil Aircraft Division, Prestwick, request certification of the airplane meeting:

(1) The Ground Loads and Landing Gear requirements of FAR Part 25 in effect on 1st June 1987, as follows:

Ground Loads

- 25.471—General
- 25.473—Ground Load Conditions and Assumptions
- 25.477—Landing Gear Arrangement

- 25.481—Tail-down Landing Conditions;—except subpara (b)
- 25.483—One-wheel Landing Conditions
- 25.485—Side Load Conditions
- 25.487—Rebound Landing Conditions
- 25.489—Ground Handling Conditions
- 25.491—Takeoff Run
- 25.493—Braked Roll Conditions;—except subpara (a)
- 25.495—Turning
- 25.499—Nose-wheel Yaw
- 25.503—Pivoting
- 25.507—Reversed Braking;—except subpara (c)
- 25.509—Towing Loads
- 25.511—Ground Loads; Unsymmetrical Loads on Multiple-wheel Units

Land Gear

- 25.721—General
- 25.723—Shock Absorption Tests
- 25.725—Limit Drop Tests
- 25.727—Reserve Energy Absorption Drop Tests
- 25.729—Retracting Mechanism
- 25.731—Wheels
- 25.733—Tires
- 25.735—Brakes;—except subparas (f) & (g).

FAR Part 25 paragraphs incorporated by reference and not appearing in the preceding list are replaced by the equivalent FAR Part 23 paragraphs

(2) The following requirements of FAR Part 23 as amended through amendments 23-24 for which no equivalent FAR Part 25 paragraphs exist: FAR 23.479 (d), FAR 23.507—Jacking Loads.

3.3 The requirements relating to Tail Wheels and Skis have been omitted from the proposed certification requirements because they are not applicable to Jetstream Model 3201.

3.4 British Aerospace, Civil Aircraft Division, Prestwick, request this exemption on the basis of equivalent safety to the requirements for Ground Loads and Landing Gear of FAR Part 23 Amendments 23-34.

4. Interest of the Petitioner

4.1 British Aerospace have suffered significant delays and additional costs in their plans for further weight and power growth of the successful Jetstream commuter airliner, resulting from the long delay of the publication of the FAR Part 23 Commuter Category rules, following expiration of the SFAR 41 rules for new certifications. In some instances, orders have been lost.

4.2 British Aerospace are now committed to certification and customer delivery of the Jetstream Model 3201 by mid 1988 and have initiated large scale manufacture. Program costs and delivery schedules can be maintained only if the established philosophy of

appropriate FAR Part 25 substitutions for similar FAR Part 23 requirements is extended to Jetstream Model 3201.

4.3 British Aerospace are therefore concerned that further delays, costs and loss of revenue may be incurred as a result of the need to resubmit and reinvestigate all Exemptions and findings of equivalent safety granted in earlier certification, as first mentioned in discussions with the FAA at Kansas City in late April 1987 and more recently at a Type Familiarisation Meeting at Prestwick in June 1987. These discussions were arranged as a result of the British Aerospace application for an Amended Type Certificate submitted in February 1987, later amended by application for a new Type Certificate submitted on 1st June 1987.

4.4 British Aerospace would incur additional costs and significant delays in revalidating the landing gears, the inner wing structure and centre fuselage structure in order to comply with the relevant requirements of FAR Part 23 as amended through Amendment 23-34.

This situation appears to be considerably at variance with the statements on Economic Impact contained in the Supplementary Information of Final Rules published in *Federal Register* Vol 52, No. 10, Thursday January 15, 1987 which is quoted below.

"This final rule provides for the certification of a new category airplane, the commuter category. To accomplish this end, there are approximately 82 specific changes to the FAR. With four exceptions, all changes are similar to requirements previously applied to propeller-driven airplane of a size approximately that of the commuter category. There are no additional costs associated with these amendments, since they do not amend the requirements applicable to any existing airplane category, but rather, provide an option for manufacturers to certificate propeller-driven airplanes of the size to requirements other than those applicable to transport category airplanes".

British Aerospace view that this statement should apply equally to alternative rules which have previously been accepted as providing equivalent safety.

5. Background

5.1 Jetstream Model 3201 is a derivative of Model 3101 which is itself a derivative of earlier Jetstream variants. Models 3101, Series 200 and HP 137 Mk.1 are type certificated (ref TC A21EU), certification being granted in accordance with US/UK bilateral

agreements. The FAA type certifications rely on various appropriate FAA equivalent safety findings between BCAR Section D, FAR Part 23 and certain ground load and landing gear requirements of FAR Part 25.

5.2 Models HP 137 Jetstream Mk.1 and Series 200:

5.2.1 In the context of the type certification of the Model HP 137 Jetstream Mk.1 airplane, the UK Air Registration Board (now Civil Aviation Authority) in their letter dated 18th May, 1966 to the Chief, Aircraft Certification Staff, FAA—Brussels, pointed out that, although the subject airplane was intended initially to be certificated at 12,000 lbs all-up-weight, a planned weight growth was envisaged which would take the airplane well beyond the 12,500 lbs limit of FAR Part 23. The designer was obliged therefore to pay regard to the requirements of FAR Part 25 as well as FAR Part 23 at the outset.

5.2.2 Consequently, the ARB asked if the Chief, Aircraft Certification Staff, could confirm acceptance of British Civil Airworthiness Requirements Section D plus the Special Conditions of Validation Arrangement VA Note 1 as providing equivalent levels of safety for the subject airplane in relation to the relevant requirements of FAR Part 23 dealing with Ground Loads and Landing Gear requirements.

Validation Arrangement VA Note 1, being a "Note on the Special Conditions Applicable to Complete United Kingdom Airplanes for United States Type Certification as Transport Aeroplanes", lists the Special Conditions necessary in addition to complying with BCAR Section D, to establish compliance with FAR Part 25.

5.2.3 In his reply, ref M/6/1 of June 1, 1966 the Chief, Airplanes Certification Staff, FAA—Brussels, writes:

"We concur that the BCAR ground load cases plus the Special Conditions of VA Note 1 can be used for the subject airplane on the basis of equivalent safety to Federal Aviation Regulations 23, Ground Loads".

5.3 Jetstream Model 3101:

5.3.1 The principle that FAR Part 25 provides equivalent safety to FAR Part 23 is clearly evidenced by Type Certificate Data Sheet A21EU wherein it is recorded that, in lieu of FAR Part 23 Ground Loads and Landing Gear requirements, compliance was demonstrated with the following FAR Part 25 paragraphs.

FAR Sections (in effect on 8 May, 1970) 25.471, 25.473, 25.477, 25.479, 25.481, 25.483, 25.485, 25.487, 25.489, 25.491, 25.493, 25.495, 25.499, 25.503, 25.507, 25.509, 25.511, 25.573, 25.723,

25.725, 25.727, 25.729 (in effect on 7 May, 1970), 25.731, 25.733 and 25.735.

5.4 Service Experience:

Jetstream Model 3101 has been operating for four years in intensive commuter operations amounting to over half a million flying hours. This experience constitutes the significant majority of the total worldwide experience accumulated for all Jetstream Models. The structural reliability of the landing gear, inner wing and centre fuselage demonstrated during these four years vindicate the suitability of FAR Part 25 in lieu of FAR Part 23.

5.5 Jetstream Model 3201:

5.5.1 British Aerospace propose that the certification basis for Jetstream Model 3201 include the Ground Loads and Landing Gear requirements of FAR Part 25 in effect on June 1st, 1987 in lieu of the FAR Part 23 Ground Loads and Landing Gear requirements at Amendment 23-34, with the exception of FAR 23.479(d) and FAR 23.507 which should remain effective.

5.5.2 This proposal is entirely consistent with previous findings made by the FAA in relation to all earlier models of Jetstream type certificated in the United States, i.e.

(i) The acceptance by the FAA that the U.K. National Code, BCAR Section D plus VA Note 1, provided equivalent safety.

(ii) The previous acceptance of certain FAR Part 25 requirements in lieu of FAR Part 23 Ground Loads and Landing Gear requirements for Model 3101.

6. Supporting Statement

6.1 The requirements from which British Aerospace, Civil Aircraft Division, Prestwick are petitioning for exemption are listed at paragraph 1.1 and 2 and concern the Ground Loads and Landing Gear requirements of FAR Part 23 at Amendment 23-34.

6.2 It is submitted that the Ground Loads and Landing Gear requirements of FAR Part 23 are primarily aimed at providing a high degree of ruggedness in small airplanes that are subjected to the often simultaneous rigours of ab initio flight training and operation from unprepared surfaces. Professionally piloted twin engine commuter airliners such as Jetstream are exposed to neither of these conditions.

6.3 Pilot proficiency has a profound influence on the reliability of the landing gear. This was recognized in 1956 when the FAA significantly relaxed the design requirements for large airplanes landing gear contained in CAR 4b, later recodified as FAR Part 25. Amendment 4b-3 (21 FR 989) effective 13 March 1956 introduced full wing lift accountability, rather than the previous 2/3 wing lift, in

the design loading conditions for the landing impact. This relaxation permitted considerable weight savings for landing gears whilst retaining adequate structural integrity. Full wing lift accountability remains a feature of FAR Part 25 and its adequacy has been justified by over 30 years satisfactory experience.

6.4 All Jetstream airplanes currently operating in the U.S.A. are flown by professional flight crews from municipal airports with hard prepared surfaces. It is anticipated that Jetstream Model 3201 will be operated in the same manner and consequently the FAR Part 25 Ground Loads and Landing Gear requirements are entirely appropriate.

6.5 The suitability of FAR Part 25 Ground Loads to Jetstream airplane operations has been borne out by operating experience. Jetstream airplanes have been in service, both in the U.S.A. and Europe, for nearly 20 years without any structural defects which can be attributed to a short fall in the Ground Loads requirements to which the airplane is designed. This experience confirms the previous FAA agreements of 1966 and 1982 as to the acceptability of BCAR Section D plus VA Note 1 or FAR Part 25 as providing a level of safety equivalent to that of FAR Part 23.

6.6 It is further submitted that the Ground Loads requirements of FAR Part 25 are a more comprehensive and rational set of rules with greater applicability to the operation of commuter airplanes such as Jetstream than are those of FAR Part 23.

The Ground Loads and Landing Gear requirements of FAR Part 23 and FAR Part 25 are compared in Exhibit A. It will be seen by comparison that FAR Part 25 has a greater scope as one would expect for Transport Category, covering a greater variety of ground maneuvering and landing requirements than FAR Part 23. It is therefore considered that in meeting the requirements of FAR Part 25 as listed in paragraph 3.2, together with FAR 23.479(d) and FAR 23.507 (for which there are no equivalents in the Ground Loads section of FAR Part 25), a level of safety is achieved which is satisfactory and was previously acceptable to the FAA.

7. Public Interest

If strict compliance with the requirements of the Commuter Category of FAR Part 23 was to be imposed on Jetstream Model 3201, certain rational design cases which are invoked by FAR Part 25 would be omitted. This would result in an inferior level of safety

contrary to the interest of the travelling public.

Furthermore, technically unjustifiable and substantial additional costs and delays in the certification and entry to service of Jetstream Model 3201 would be incurred which are not in the interest of the travelling public.

8. Publication and Comment

8.1 British Aerospace's planned certification and delivery schedule anticipates type certification by mid June 1988, with customer deliveries commencing shortly thereafter. Unnecessary procedural delays to the disposition of this petition will have a serious effect on this timescale and consequently British Aerospace are anxious that this petition be settled at the earliest opportunity.

8.2 As provided in FAR 11.27(j), British Aerospace submit that the publication and comment procedures of FAR 11.27(c) are unnecessary because this petition does not set a precedent, similar FAR Part 25 substitutions having already been accepted by the Administrator.

8.3 British Aerospace request a waiver to the requirement of FAR 11.25(b)(1) that petitions for exemption be submitted at least 120 days before the effective date of the exemption. Denial of this petition would involve considerable structural changes to the airplane which would not be possible in the time interval remaining between the expiry of the 120 day period and the scheduled dates for certification and delivery to customers.

This request for a waiver takes account of the time already elapsed since first application for an Amended Type Certificate for Jetstream Series 3200 in February 1987 and the discussions which have already taken place with FAA at Kansas City in May and at Prestwick in June 1987.

Respectfully submitted, British Aerospace,
Civil Aircraft Division, Prestwick.

B J G Asbeek Brusse,

Chief Airworthiness Engineer.

24th November 1987.

[FR Doc. 88-1970 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-13-M

[Docket No. 045CE; Petition Notice
PE-88-2]

Petition of the Fairchild Aircraft Corp.; Exemption; Correction

SUMMARY: On January 22, 1988, on page 1880, the above named petition for exemption was inadvertently omitted from the document published in *Federal*

Register, therefore it is being published below.

Debbie Swank,

Acting Manager Program Management Staff.

FAIRCHILD AIRCRAFT CORP.,

San Antonio, TX, 78279-0490, December 4, 1987.

Director, Central Region, I,

Federal Aviation Administration, Small
Airplane Certification Directorate.

Attn: Regional Counsel, ACE-110, 601 East
12th Street, Kansas City, MO 64108

SUBJECT: PETITION FOR EXEMPTION,
SA227-CC

Gentlemen: In accordance with the provision of FAR 11.25, Fairchild Aircraft Corporation seeks an exemption from the provisions of FAR 23.53(c)(6), 23.53(c)(7), and 23.67(e)(1)(i) of amendment 23-34. The exemption would apply to the SA227-CC METRO IIC airplane, and would recognize the validity of the prior FAA approval per the ICAO Annex 8 provisions of SFAR 41.

Regulations Affected

Relief is sought from the following three paragraphs of FAR 23, amendment 23-34:

- 23.53(c)(6)—This paragraph requires demonstration that a rotation speed five knots less than the scheduled VR will not cause an increase in the single-engine takeoff distance.
- 23.53(c)(7)—Out-of-trim situations and over-rotation on takeoff must not result in a marked increase in the scheduled takeoff distance.
- 23.67(e)(1)(i)—This rule defines the performance requirement for the takeoff, gear extended climb configuration. It requires out-of-ground-effect determination of the minimum gradient of climb between lift-off speed and the speed at which the landing gear is retracted.

Relief Sought

This exemption is needed to rectify a few inconsistencies introduced when SFAR 41 was incorporated by amendment 23-34. There are three items; a fourth item, FAR 23.933(c), applies a jet engine thrust reverser rule to turbopropeller airplanes. Its impact will be somewhere between minor and catastrophic; the matter is being studied and, if necessary, will be the subject of a separate petition. A fifth item, FAR 23.1587(d)(6), is being resolved by equivalent safety proceedings and, therefore, is not included in this petition.

The SA227-CC airplane. The SA227-CC METRO IIC is a SA227-AC airplane incorporating the changes necessary to comply with amendment 23-7 through 23-33. The SA227-AC METRO III is certified to FAR 23 through amendment 6, special conditions, SFAR 23, SFAR 41, and ICAO Annex 8, as explained by Type Certificate Data Sheet A8SW. Because amendment 23-34 was intended to incorporate the provisions of SFAR 41 and ICAO Annex 8, as defined by SFAR 41, the SA227-AC may logically be considered to be in compliance with amendment 23-34, by definition. The few physical changes necessary to convert a SA227-AC to a SA227-CC are relatively minor and, in no case influence the

performance or flying qualities of the airplane. Instead, they involve design details affected by amendments 23-7 through 23-33.

Reasons for exemption. Industry perceived amendment 23-34 as incorporation of SFAR 41, including the referenced portions of Appendix A of FAR 135, and the provisions for compliance with ICAO Annex 8 standards. This understanding was based on the fact that industry had been urging FAA to incorporate SFAR 41, and on FAA's published description of the effort. Consider, for example, the following excerpts from the "Federal Register".

- 15 November 1983, page 52011:

The scope of this NPRM is limited to the proposals which are considered appropriate as airworthiness and noise standards and operating rules for commuter category, propeller-driven, multiengine airplanes. Existing airworthiness standards of Part 23, SFAR No. 41, as supplemented by those airworthiness standards necessary to comply with the requirements developed by the International Civil Aviation Organization (ICAO), and appropriate sections of Appendix A of Part 135, are the foundation for the proposals. The FAA proposes to integrate into Part 23 of the FAR those additional airworthiness standards of SFAR No. 41 and the appropriate sections of Appendix A of Part 135 not previously adopted in Part 23 of the FAR. It is not intended to propose substantive changes to the existing Part 23 airworthiness standards or to the airworthiness standards being integrated into Part 23. . . .

- 15 January 1987, page 1824:

This final rule provides for the certification and operation of a new category airplane, the commuter category. To accomplish this end, there are approximately 82 specific changes to the FAR. With four exceptions, all changes are similar in substance to requirements previously applied to propeller-driven airplanes of a size approximating that of the commuter category. The four exceptions require (1) Compliance with ICAO Annex 8, Part III, (2) consideration of obstacle clearance for takeoffs in Part 135 operations, (3) commuter category airplanes with more than 9 passenger seats to be operated in Part 91 operations with a second pilot, and (4) commuter category airplanes to be defined as large and small for Part 135 operations.

Based on this understanding, it is reasonable to expect the airplane performance of an airplane, certified to ICAO Annex 8 standards in accordance with SFAR 41, to be directly transferable to an equivalent commuter category model. Except for the few rules cited in this petition, that is the case. Therefore, Fairchild seeks an exemption to permit the use of the FAA-approved SA227-AC ICAO Annex 8 performance data for the SA227-CC, without change or additional performance work.

It is our intention to offer the SA227-CC as a low-cost, highly reliable, proven-design commuter category airplane. The design is being completely updated to bring it into full compliance with all of the changes introduced by amendments 23-7 through 23-33. We contend that FAA previously established, in SFAR 41, the rules that were

required to provide an appropriate level of safety for this class of airplane, and believe that the public should not be burdened with the additional costs of showing compliance with a few additional rules included in amendment 23-34 in an effort to improve upon FAA's previous good work.

Because the rules in question would not materially enhance safety, the exemption will benefit the public by eliminating the unnecessary cost of additional testing, flight manual development work, and possible physical changes to the airplane. This will enable Fairchild to minimize its product cost so as to better serve the public and be able to compete with government-subsidized foreign manufacturers.

Extent of the Relief Sought. The exact relief desired for each regulatory item is as follows:

1. FAR 23.53(c)(6). Fairchild asks that compliance with this requirement be waved on the basis that an appropriate level of safety has been demonstrated. This has been accomplished by extensive FAA flight test programs, and by millions of hours of safe operation. FAR 23.53(c)(6) was taken from 25.107(e)(3) and introduced in an effort to clarify the definition of V_R ; no equivalent rule existed in the regulations being incorporated. Historically, this concept was first introduced as 4T.114(e)(3) in SR-422B, in July in July 1959. It was based on experience gained in the certification of early, large, jet transport airplanes. No such rule was necessary for the earlier propeller-driven airplanes approved per CAR 4b, which were more akin to the commuter category than any jet-propelled airplane. Therefore, FAR 23.53(c)(6) is not necessary to assure safety in propeller-driven, commuter category airplanes such as the SA227-CC.

2. FAR 23.53(c)(7). Fairchild asks that further compliance with this rule be waved on the basis that an appropriate level of safety has been demonstrated. Out-of-trim takeoff has been demonstrated to show compliance with FAR 23.143. General takeoff safety has been demonstrated by extensive flight testing and a long history of safe operation.

3. FAR 23.67(e)(1)(i). An exemption from compliance with this rule is requested on the basis of prior demonstration of compliance with FAR 135 Appendix A paragraph 6(b)(1), which FAA previously established as provided the appropriate level of safety for ICAO Annex 8 compliance. Fairchild considers imposition of this rule particularly vexing and unfair, for several reasons:

a. FAA's 15 November 1983 proposal for SFAR 41/ICAO Annex 8 incorporation contained no discrete gear-down, takeoff climb requirement and, therefore, represented a lower level of safety than that of the rules being incorporated. Industry, including Fairchild, called this to FAA's attention, and FAA responded by incorporating a portion of FAR 25 instead of the applicable FAR 135 Appendix A rule. Thus, industry was rewarded for a conscientious effort to help with a more burdensome and possibly costly rule that may still result in a lower level of safety than would otherwise obtain.

b. If FAR 23.67(e)(1)(i) is interpreted like the parent FAR 25.121(a), we would be required to determine the subject climb

gradient with landing gear doors blocked open. Thus, the performance benefits of closing gear doors would be lost. Lacking any practical benefit, this safety feature would be deleted from commuter category designs, which is not in the best interest of the public.

c. The previously accepted Appendix A rule allowed demonstration of compliance at a well-defined airspeed. The incorporated rule, on the other hand, requires investigation of a range of speeds and is, therefore, more burdensome to administer.

d. SA227-CC compliance with FAR 23.67(e)(1)(i) will probably result in a change to the takeoff weight limit, which will necessitate an expensive change to the airplane flight manual performance and degrade the usefulness of the airplane, without any cost-efficient benefit.

Federal Register Summary.

Petitioner: Fairchild Aircraft Corporation.

Regulations affected: 14 CFR 23.53(c)(6), 23.53(c)(7), and 23.67(e)(1)(i).

Description of relief sought.

To allow FAA approval of airplane performance based on standards previously determined to provide the required level of safety.

Yours truly,

W.J. Dwyer,

Director, Airworthiness.

[FR Doc. 88-1969 Filed 1-29-88; 8:45 am]

BILLING CODE 4910-13-M

Research and Special Programs Administration

Aviation, Marine and Land Radionavigation Users Conference

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice of conference.

SUMMARY: An Aviation, Marine and Land Radionavigation Users Conference will be conducted in Washington, DC on March 18, 1988. The purpose of the conference is to present to the users and suppliers of navigation equipment the opportunity to comment on current plans and policy for federally provided systems which satisfy marine, inland waterway and land radionavigation requirements.

DATE, TIME AND PLACE: March 18, 1988 beginning 9:00 am at the FAA auditorium located in the FAA headquarters building, 800 Independence Ave SW., Washington, DC. Other meetings may be scheduled later as warranted.

FOR FURTHER INFORMATION CONTACT: David C. Scull, Office of Budget and Programs, Research and Special Programs Administration, Department of Transportation, 400 7th Street, SW., Washington, DC 20590, (202) 366-4355.

SUPPLEMENTARY INFORMATION: The meeting will open with an overview of the Federal radionavigation planning process, the Federal Radionavigation Plan, and current plans and policy for Federally operated radionavigation systems. This information relates to the selection of a future mix of radionavigation systems as required by the Federal Radionavigation Plan. An opportunity will be provided for organizations and/or individuals representing the users of radionavigation systems to participate in the meeting and make their comments to representatives of the FAA, Coast Guard, RSPA, Maritime Administration and other government agencies participating in the conference.

Issued in Washington, DC, on January 25, 1988.

M. Cynthia Douglas,
Administrator, RSPA.

[FR Doc. 88-1987, Filed 1-29-88; 8:45 am]

BILLING CODE 4910-60-M

DEPARTMENT OF THE TREASURY

Public Information Collection Requirements Submitted to OMB for Review

Date: January 27, 1988.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Pub. L. 96-511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2224, 15th and Pennsylvania Avenue NW., Washington, DC 20220.

Bureau of Alcohol, Tobacco and Firearms

OM Number: 1512-0038

Form Number: ATF F 5030.6

Type of Review: Extension

Title: Authorization to Furnish Financial Information and Certificate of Compliance (Right to Financial Privacy Act of 1978)

Description: The Right to Financial Privacy Act of 1978 limits access to records held by financial institutions and provides for certain procedures to gain access to the information. ATF F 5030.6 serves as both a customer authorization for ATF to receive information and as the required certification to the financial institution

Respondents: Businesses or other for-profit, Small Businesses or organizations

Estimated Burden: 500 hours

OMB Number: 1512-0460

Form Number: ATF REC 5110/12

Type of Review: Extension

Title: Equipment and Structures

Description: Marks, signs and calibrations are necessary on equipment and structures at a distilled spirits plant for the identification of major equipment and of the accurate determination of contents

Respondents: Businesses or other for-profit, Small businesses or organizations

Estimated Burden: 1 hour

Clearance Officer: Robert Masarsky,

(202) 566-7077, Bureau of Alcohol,

Tobacco and Firearms, Room 7011,

1200 Pennsylvania Avenue NW.,

Washington, DC 20226

OMB Reviewer: Milo Sunderhauf, (202)

395-6880, Office of Management and

Budget, Room 3208, New Executive

Office Building, Washington, DC

20503.

Dale A. Morgan,

Departmental Reports Management Officer.

[FR Doc. 88-2008 Filed 1-29-88; 8:45 am]

BILLING CODE 4810-25-M

Public Information Collection Requirements Submitted to OMB for Review

Date: January 26, 1988.

The Department of the Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Pub. L. 96-511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2224, 15th and Pennsylvania Avenue NW., Washington, DC 20220.

Bureau of Alcohol, Tobacco and Firearms

OMB Number: 1512-0130

Form Number: ATF F 4473, Part II (ATF F 5300.9)

Type of Review: Extension

Title: Firearms Transaction Record, Part II—Contiguous State Non-Over-The-Counter

Description: This form is used to establish the eligibility of the buyer and to determine the legality of the sale. It is sent to the Chief Law Enforcement Officer in the Buyers' local to insure there is no barrier to

the sale. It becomes part of the Dealers' records and is used by law enforcement in investigations/inspections to trace firearms or to confirm criminal activity of persons who have violated the Gun Control Act

Respondents: Individuals or households, Businesses or other for-profit, Small Businesses or organizations

Estimated Burden: 11,843 hours

Clearance Officer: Robert Masarsky,

(202) 566-7077, Bureau of Alcohol,

Tobacco and Firearms, Room 7011,

1200 Pennsylvania Avenue NW.,

Washington, DC 20226

OMB Reviewer: Milo Sunderhauf, (202)

395-6880, Office of Management and

Budget, Room 3208, New Executive

Office Building, Washington, DC

20503.

Dale A. Morgan,

Departmental Reports Management Officer.

[FR Doc. 88-2009 Filed 1-29-88; 8:45 am]

BILLING CODE 4810-25-M

Public Information Collection Requirements Submitted to OMB for Review

Date: January 27, 1988.

The Department of Treasury has made revisions and resubmitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Pub. L. 96-511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding these information collections should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Room 2224, Main Treasury Building, 15th and Pennsylvania Avenue, NW., Washington, DC 20220.

Internal Revenue Service

OMB Number: New

Form Number: 8697

Type of Review: Resubmission

Title: Interest Computation Under the Look-Back Method for Completed Long-Term Contracts

Description: Taxpayers required to account for all or part of any long-term contract entered into after February 28, 1986, under the percentage of completion method must use Form 8697 to compute and report interest due or to be refunded under Internal Revenue Code section 460(b)(3). IRS uses Form 8697 to determine if the interest has been figured correctly

Respondents: Individuals or households, Businesses or other for-profit, Small businesses or organizations

Estimated Burden: 6,466 hours

Clearance Officer: Garrick Shear, (202)

535-4297, Internal Revenue Service,

Room 5571, 1111 Constitution Avenue

NW., Washington, DC 20224

OMB Reviewer: Milo Sunderhauf, (202)

395-6880, Office of Management and

Budget, Room 3208, New Executive

Office Building, Washington, DC

20503.

Dale A. Morgan,

Departmental Reports Management Officer.

[FR Doc. 88-2010 Filed 1-29-88; 8:45 am]

BILLING CODE 4810-25-M

Public Information Collection Requirements Submitted to OMB for Review

Date: January 27, 1988.

The Department of Treasury has made revisions and resubmitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Pub. L. 96-511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding these information collections should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Room 2224, Main Treasury Building, 15th and Pennsylvania Avenue NW., Washington, DC 20220.

Internal Revenue Service

OMB Number: New

Form Number: 8611

Type of Review: Resubmission

Title: Recapture of Low-Income Housing Credit

Description: Internal Revenue Code section 42 permits owners of residential rental projects providing low-income housing to claim a credit against their income tax. If the property is disposed of or it fails to meet certain requirements over a 15-year compliance period, the owner must recapture on Form 8611 part of the credit(s) taken in prior years

Respondents: Individuals or households, Businesses or other for-profit, Small businesses or organizations

Estimated Burden: 342 hours

Clearance Officer: Garrick Shear, (202)

535-4297, Internal Revenue Service,

Room 5571, 1111 Constitution Avenue

NW., Washington, DC 20224

OMB Reviewer: Milo Sunderhauf, (202)

395-6880, Office of Management and

Budget, Room 3208, New Executive

Office Building, Washington, DC
20503.

Dale A. Morgan,

Departmental Reports Management Officer.

[FR Doc. 88-2011 Filed 1-29-88; 8:45 am]

BILLING CODE 4810-25-M

Public Information Collection Requirements Submitted to OMB for Review

Date: January 27, 1988.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Pub. L. 96-511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2224, 15th and Pennsylvania Avenue NW., Washington, DC 20220.

Internal Revenue Service

OMB Number: 1545-0202

Form Number: 5310 and 6088

Type of Review: Extension

Title:

1. Application for Determination Upon Termination; Notice of Merger, Consolidation or Transfer of Plan Assets or Liabilities; Notice of Intent to Terminate—Form 5310
2. Distributable Benefits From Employee Benefit Plans—Form 6088

Description: Employees who have qualified deferred compensation plans can take an income tax deduction for contributions to their plans. They are required to notify IRS of any plan mergers, consolidations or transfer of plan assets or liabilities to another plan. Form 5310 is used to make the required notifications and the request for a determination letter. IRS uses the data on Forms 5310 and 6088 to determine whether a plan still qualifies and whether there is any discrimination in benefits

Respondents: Businesses or other for-profit, Small businesses or organizations

Estimated Burden: 108,788 hours

Clearance Officer: Garrick Shear, (202) 535-4297, Internal Revenue Service, Room 5571, 1111 Constitution Avenue, NW., Washington, DC 20224

OMB Reviewer: Milo Sunderhuf, (202) 395-6880, Office of Management and Budget, Room 3208, New Executive

Office Building, Washington, DC
20503.

Dale A. Morgan,

Departmental Reports Management Officer.

[FR Doc. 88-2012 Filed 1-29-88; 8:45 am]

BILLING CODE 4810-25-M

Rechartering of the Art Advisory Panel of the Commissioner of Internal Revenue

Pursuant to the Federal Advisory Committee Act of October 6, 1972, Pub. L. 92-463, as amended, and with the approval of the Secretary of the Treasury, announces the rechartering of the following advisory committee:

Title. The Art Advisory Panel of the Commissioner of Internal Revenue.

Purpose. The Panel assists the Internal Revenue Service by reviewing and evaluating the acceptability of property appraisals submitted by the taxpayers in support of the fair market value claimed on works of art involved in Federal Income, Estate or Gift taxes in accordance with sections 170, 2031, and 2512 of the Internal Revenue Code of 1986.

Providing this assistance requires Panel records and discussions to include tax return information. Therefore, the panel meetings will be closed to the public since all portions of the meetings will concern matters that are exempted from disclosure under the provisions of section 552b (3), (4), (6), and (7) of Title 5 of the U.S. Code. This determination, which is in accordance with section 10(d) of the Federal Advisory Committee Act, is necessary to protect the confidentiality of tax returns and return information as required by section 6103 of the Internal Revenue Code.

Statement of Public Interest. It is in the public interest to continue the existence of the Art Advisory Panel. The Secretary of the Treasury, with the concurrence of the General Services Administration, has also approved continuation of the Art Advisory Panel. The membership is balanced between museum directors and art dealers to afford differing points of view in determining fair market value.

For further information contact: Karen Carolan, CC:AP:V, 1111 Constitution Avenue NW., Room 2575, Washington, DC 20224. Telephone No. (202) 566-9259, (not a toll free number).

In accordance with the Federal Advisory Committee Act, Pub. L. 92-463, as amended, the Department of the Treasury has rechartered the Art Advisory Panel of the Commissioner of

Internal Revenue for a two-year period beginning January 26, 1988.

Jill E. Kent,

Acting Assistant Secretary of the Treasury (Management).

[FR Doc. 88-2007 Filed 1-29-88; 8:45 am]

BILLING CODE 4810-25-M

UNITED STATES INFORMATION AGENCY

Culturally Significant Objects Imported for Exhibition; Soviet Union Exhibit

Determination

Notice is hereby given of the following determination: Pursuant to the authority vested in me by the act of October 19, 1965 (79 Stat. 985, 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978 (43 FR 13359, March 29, 1978), and Delegation Order No. 85-5 of June 27, 1985 (50 FR 27393, July 2, 1985), I hereby determine that the objects to be included in the exhibit from the Soviet Union, (see list ¹) imported from abroad for the temporary exhibition without profit within the United States are of cultural significance. These objects are imported pursuant to loan agreements with the foreign lenders. I also determine that the temporary exhibition or display of these objects at the Brandywine River Museum in Chadds Ford, Pennsylvania, beginning on or about February 21, 1988, to on or about April 17, 1988; at the Corcoran Gallery of Art in Washington, DC beginning on or about May 2, 1988, to on or about June 5, 1988 is in the national interest.

Public notice of this determination is ordered to be published in the **Federal Register**.

C. Normand Poirier,

Acting General Counsel.

Date: January 26, 1988.

[FR Doc. 88-2017 Filed 1-29-88; 8:45 am]

BILLING CODE 8230-01-M

VETERANS ADMINISTRATION

Voluntary Service National Advisory Committee; Availability of Annual Report

Under section 10(d) of Pub. L. 94-463 (Federal Advisory Committee Act) notice is hereby given that the Annual

¹ A copy of this list may be obtained by contacting Mr. John Lindburg of the Office of the General Counsel of USIA. The telephone number is 202-485-8827, and the address is Room 700, U.S. Information Agency, 301 4th Street SW., Washington, DC 20547.

Report of the VAVS National Advisory Committee for 1986 has been issued.

The Report summarizes activities of the Annual Meeting which was held in Washington, DC, November 20-23, 1986. It is available for public inspection at two locations:

Federal Documents Section, Exchange and Gift Division, LM 632, Library of Congress, Washington, DC 20540
and

Veterans Administration, Voluntary Service (135) Program Review Division (151D), Room 601, 810 Vermont Avenue NW., Washington, DC 20420.

Dated: January 25, 1988.

By direction of the Administrator,

Rosa Maria Fontanez,

Committee Management Officer.

[FR Doc. 88-2004 Filed 1-29-88; 8:45 am]

BILLING CODE 8320-01-M

Sunshine Act Meetings

Federal Register

Vol. 53, No. 20

Monday, February 1, 1988

This section of the FEDERAL REGISTER contains notices of meetings published under the "Government in the Sunshine Act" (Pub. L. 94-409) 5 U.S.C. 552b(e)(3).

COMMODITY FUTURES TRADING COMMISSION

TIME AND DATE: 11:00 a.m., Friday, February 5, 1988.

PLACE: 2033 K Street NW., Washington, DC, 8th Floor Conference Room.

STATUS: Closed.

MATTERS TO BE CONSIDERED:

Surveillance Meeting

CONTACT PERSON FOR MORE INFORMATION:

Jean A. Webb, 254-6314.

Jean A. Webb,

Secretary of the Commission.

[FR Doc. 88-2042 Filed 1-28-88; 11:22am]

BILLING CODE 6351-01-M

COMMODITY FUTURES TRADING COMMISSION

TIME AND DATE: 11:30 a.m., Friday, February 5, 1988.

PLACE: 2033 K Street NW., Washington, DC, 8th Floor Conference Room.

STATUS: Closed.

MATTERS TO BE CONSIDERED:

Enforcement Matters

CONTACT PERSON FOR MORE INFORMATION:

Jean A. Webb, 254-6314.

Jean A. Webb,

Secretary of the Commission.

[FR Doc. 88-2043 Filed 1-28-88; 11:22 am]

BILLING CODE 6351-01-M

COMMODITY FUTURES TRADING COMMISSION

TIME AND DATE: 11:00 a.m., Friday, February 12, 1988.

PLACE: 2033 K Street NW., Washington, DC, 8th Floor Conference Room.

STATUS: Closed.

MATTERS TO BE CONSIDERED:

Surveillance Meeting

CONTACT PERSON FOR MORE INFORMATION:

Jean A. Webb, 254-6314.

Jean A. Webb,

Secretary of the Commission.

[FR Doc. 88-2044 Filed 1-28-88; 11:22 am]

BILLING CODE 6351-01-M

COMMODITY FUTURES TRADING COMMISSION

TIME AND DATE: 11:30 a.m., February 12, 1988.

PLACE: 2033 K Street NW., Washington, DC, 8th Floor Conference Room.

STATUS: Closed.

MATTERS TO BE CONSIDERED:

Enforcement Matters

CONTACT PERSON FOR MORE INFORMATION:

Jean A. Webb, 254-6314.

Jean A. Webb,

Secretary of the Commission.

[FR Doc. 88-2045 Filed 1-28-88; 11:22 am]

BILLING CODE 6351-01-M

COMMODITY FUTURES TRADING COMMISSION

TIME AND DATE: 11:00 a.m., Friday, February 19, 1988.

PLACE: 2033 K Street NW., Washington, DC, 8th Floor Conference Room.

STATUS: Closed.

MATTERS TO BE CONSIDERED:

Surveillance Meeting.

CONTACT PERSON FOR MORE INFORMATION:

Jean A. Webb, 254-6314.

Jean A. Webb,

Secretary of the Commission.

[FR Doc. 88-2046 Filed 1-28-88; 11:22 am]

BILLING CODE 6351-01-M

COMMODITY FUTURES TRADING COMMISSION

TIME AND DATE: 11:30 a.m., February 19, 1988.

PLACE: 2033 K Street NW., Washington, DC, 8th Floor Conference Room.

STATUS: Closed.

MATTERS TO BE CONSIDERED:

Enforcement Matters

CONTACT PERSON FOR MORE INFORMATION:

Jean A. Webb, 254-6314.

Jean A. Webb,

Secretary of the Commission.

[FR Doc. 88-2047 Filed 1-28-88; 11:22 am]

BILLING CODE 6351-01-M

COMMODITY FUTURES TRADING COMMISSION

TIME AND DATE: 11:00 a.m., Friday, February 26, 1988.

PLACE: 2033 K Street NW., Washington, DC, 8th Floor Conference Room.

STATUS: Closed.

MATTERS TO BE CONSIDERED:

Surveillance Meeting

CONTACT PERSON FOR MORE INFORMATION:

Jean A. Webb, 254-6314.

Jean A. Webb,

Secretary of the Commission.

[FR Doc. 88-2048; Filed 1-28-88; 11:22 am]

BILLING CODE 6351-01-M

COMMODITY FUTURES TRADING COMMISSION

TIME AND DATE: 11:30 a.m., February 26, 1988.

PLACE: 2033 K Street NW., Washington, DC, 8th Floor Conference Room.

STATUS: Closed.

MATTERS TO BE CONSIDERED:

Enforcement Matters

CONTACT PERSON FOR MORE INFORMATION:

Jean A. Webb, 254-6314.

Jean A. Webb,

Secretary of the Commission.

[FR Doc. 88-2049 Filed 1-28-88; 11:22 am]

BILLING CODE 6351-01-M

CONSUMER PRODUCT SAFETY COMMISSION

"FEDERAL REGISTER" ANNOUNCEMENT OF PREVIOUS CITATION: Vol. 53, No. 14, P. 1888.

PREVIOUSLY ANNOUNCED TIME AND PLACE OF MEETING: Tuesday, January 26, 1988.

CHANGES: Item 1 (Compliance Status Report) was dropped from Agenda.

LISTED BELOW IS THE REVISED AGENDA:

Commission Meeting, Tuesday, January 26, 1988, 10:00 a.m., Room 556, Westwood Towers, 5401 Westbard Avenue, Bethesda, Md.

Closed to the Public

Enforcement Matter OS# 3222

The staff will brief the Commission on Enforcement Matter OS# 3222.

FOR A RECORDED MESSAGE CONTAINING THE LATEST AGENDA INFORMATION, CALL: 301-492-5709.

CONTACT PERSON FOR ADDITIONAL INFORMATION: Sheldon D. Butts, Office of the Secretary, 5401 Westbard Ave., Bethesda, Md. 20207 301-492-6800

Sheldon D. Butts,

Deputy Secretary.

January 27, 1988.

[FR Doc. 88-2057 Filed 1-28-88; 11:43 am]

BILLING CODE 6355-01-M

CONSUMER PRODUCT SAFETY COMMISSION

TIME AND DATE: 10:00 a.m., Tuesday, February 2, 1988.

LOCATION: Room 556, Westwood Towers, 5401 Westbard Avenue, Bethesda, MD.

STATUS: Closed to the Public.

MATTERS TO BE CONSIDERED:*Enforcement Matter OS# 3993*

The Commission will discuss issues relating to Enforcement Matter OS# 3993.

FOR A RECORDED MESSAGE CONTAINING THE LATEST AGENDA INFORMATION, CALL: 301-492-5709.

CONTACT PERSON FOR ADDITIONAL INFORMATION: Sheldon D. Butts, Office of the Secretary, 5401 Westbard Ave., Bethesda, MD 20207 301-492-6800. January 27, 1988.

Sheldon D. Butts,
Deputy Secretary.

[FR Doc. 88-2023 Filed 1-27-88; 4:34 pm]

BILLING CODE 6355-01-M

CONSUMER PRODUCT SAFETY COMMISSION

TIME AND DATE: 10:00 a.m., Wednesday, February 3, 1988.

LOCATION: Room 556, Westwood Towers, 5401 Westbard Avenue, Bethesda, MD

STATUS: Open to the public.

MATTERS TO BE CONSIDERED:*1. Small Parts Petition, HP 87-2*

The Commission will consider Small Parts Petition, HP 87-2, from the Consumer Federation of America and the New York State Attorney General's Office, which requests amendment of the small parts regulation.

Closed to the Public*2. Enforcement Matter OS# 5527*

The staff will brief the Commission on Enforcement Matter OS# 5527.

FOR A RECORDED MESSAGE CONTAINING THE LATEST AGENDA INFORMATION, CALL: 301-492-5709.

CONTACT PERSON FOR ADDITIONAL INFORMATION: Sheldon D. Butts, Office of the Secretary, 5401 Westbard Ave., Bethesda, MD 20207. 301-492-6800.

January 27, 1988.

Sheldon D. Butts,
Deputy Secretary.

FR Doc. 88-2022 Filed 1-27-88; 4:34 p.m.

BILLING CODE 6355-01-M

FEDERAL DEPOSIT INSURANCE CORPORATION

Pursuant to the provisions of the "Government in the Sunshine Act" (5 U.S.C. 552b), notice is hereby given that at 1:05 p.m. on Wednesday, January 27, 1988, the Board of Directors of the Federal Deposit Insurance Corporation met in closed session, by telephone conference call, to consider matters relating to the possible failure of certain insured banks.

In calling the meeting, the Board determined, on motion of Director Robert L. Clarke (Comptroller of the Currency), seconded by Chairman L. William Seidman, that Corporation business required its consideration of the matters on less than seven days' notice to the public; that no earlier notice of the meeting was practicable; that the public interest did not require consideration of the matters in a meeting open to public observation; and that the matters could be considered in a closed meeting pursuant to subsections (c)(8), (c)(9)(A)(ii), and (c)(9)(B) of the "Government in the Sunshine Act" (5 U.S.C. 552b(c)(8), (c)(9)(A)(ii), and (c)(9)(B)).

Dated: January 28, 1988.

Federal Deposit Insurance Corporation.
Margaret M. Olsen,

Deputy Executive Secretary.

[FR Doc. 88-2070 Filed 1-28-88; 1:47 am]

BILLING CODE 6714-01-M

SECURITIES AND EXCHANGE COMMISSION

Notice is hereby given, pursuant to the provisions of the Government in the Sunshine Act, Pub. L. 94-409, that the Securities and Exchange Commission will hold the following meeting during the week of February 1, 1988:

A closed meeting will be held on February 2, 1988, at 2:30 p.m.

The Commissioners, Counsel to the Commission, the Secretary of the Commission, and recording secretaries will attend the closed meeting. Certain staff members who are responsible for the calendared matters may also be present.

The General Counsel of the Commission, or his designee, has certified that, in his opinion, one or more of the exemptions set forth in 5 U.S.C. 552b(c)(4), (8), (9)(A) and (10) and 17 CFR 200.402(a)(4), (8), (9)(i) and (10), permit consideration of the scheduled matters at a closed meeting.

Commissioner Grundfest, as duty officer, voted to consider the items listed for the closed meeting in closed session.

The subject matter of the closed meeting scheduled for Tuesday, February 2, 1988, at 2:30 p.m., will be:

Institution of injunctive actions.
Formal order of investigation.
Opinion.

At times changes in Commission priorities require alterations in the scheduling of meeting items. For further information and to ascertain what, if any, matters have been added, deleted or postponed, please contact: Amy Kroll at (202) 272-3085.

Jonathan G. Katz,
Secretary.
January 25, 1988.

[FR Doc. 88-2063 Filed 1-28-88; 12:24 pm]

BILLING CODE 8010-01-M

Federal Register

Monday,
February 1, 1988

Part II

The President

**Executive Order 12625—Integrity and
Efficiency in Federal Programs**

**Proclamation 5764—American Red Cross
Month, 1988**

Memorandum of January 28, 1988

Presidential Documents

Title 3—

Executive Order 12625 of January 27, 1988

The President

Integrity and Efficiency in Federal Programs

By the authority vested in me as President by the Constitution and laws of the United States of America, and in order to coordinate and enhance governmental efforts to promote integrity and efficiency and to detect and prevent fraud and abuse in Federal programs, it is hereby ordered as follows:

Section 1. Establishment of the President's Council on Integrity and Efficiency. (a) There is established as an interagency committee the President's Council on Integrity and Efficiency.

(b) The Council shall be composed of the following members:

- (1) The Deputy Director of the Office of Management and Budget, who shall be Chairperson of the Council;
- (2) The Associate Attorney General;
- (3) The Deputy Director of the Office of Personnel Management;
- (4) The Executive Assistant Director-Investigations of the Federal Bureau of Investigation;
- (5) The Director of the Office of Government Ethics;
- (6) The Special Counsel of the Merit Systems Protection Board;
- (7) A designee of the Secretary of the Treasury; and
- (8) All civilian Inspectors General, now or hereafter created by statute.

(c) The Chairperson may, from time to time, invite other officials to participate in meetings of the Council.

Sec. 2. Functions of the Council. (a) The Council shall continually identify, review, and discuss areas of government-wide weakness and vulnerability to fraud, waste, and abuse and develop plans for coordinated government-wide activities that attack fraud and waste and promote economy and efficiency in government programs and operations. These will include interagency audit and investigation programs and projects to deal efficiently and effectively with those problems concerning fraud and waste that exceed the capability or jurisdiction of an individual agency. The Council will recognize the preeminent role of the Department of Justice in matters involving law enforcement and litigation.

(b) The Council shall develop policies that will aid in establishment of a corps of well-trained and highly skilled Office of Inspector General staff members.

(c) The Council members should, to the extent of their ability and authority, pay careful attention to professional standards developed by the Council and participate in Council plans, programs, and projects.

(d) The creation and operation of the Council shall neither interfere with existing authority and responsibilities in the departments and agencies, nor augment or diminish the statutory authority or responsibilities of its members.

Sec. 3. Responsibilities of the Chairperson. (a) The Chairperson may appoint a Vice Chairperson from the Council members to assist in carrying out the functions of the Council.

(b) The Chairperson shall, in consultation with the members of the Council, establish the agenda for Council activities.

(c) The Chairperson shall, on behalf of the Council, report to the President on the activities of the Council. The Chairperson shall advise the Council with respect to the reaction of the President on the Council's activities.

(d) The Chairperson shall provide agency heads with summary reports of the activities of the Council.

(e) The Chairperson shall establish, in consultation with members of the Council, such committees of the Council as deemed necessary or appropriate for the efficient conduct of Council functions. Committees of the Council may act for the Council in their areas of designated responsibility.

(f) The Chairperson shall be supported by the Associate Director for Management and Chief Financial Officer of the Office of Management and Budget who shall advise and assist the Chairperson in the execution of the entire range of responsibilities set forth above.

Sec. 4. Coordinating Conference. (a) There is established as an interagency committee the Coordinating Conference of the President's Council on Integrity and Efficiency.

(b) The Conference shall be composed of the Chairperson of the Council and one representative of each Executive agency, not represented on the Council, determined by the Office of Management and Budget to possess audit and investigative resources. The head of each such agency shall designate as the agency's representative the official who is responsible for coordinating the agency's efforts to eliminate fraud and waste in the agency's programs and operations.

(c) The Chairperson shall convene meetings of the Conference at least quarterly. The Chairperson shall provide for the dissemination to the Conference of appropriate information on the activities of the Council, in order to enable the Conference members, to the extent of their own ability and authority to do so, to implement the coordinated plans, standards, policies, programs, and projects developed by the Council.

Sec. 5. Administrative Provisions. (a) The Director of the Office of Management and Budget shall provide the Council and the Conference with such administrative support as may be necessary for the performance of the functions of the Council and the Conference.

(b) The head of each agency represented on the Council or the Conference shall provide its representative with such administrative support as may be necessary, in accordance with law, to enable the agency representative to carry out his responsibilities.

Sec. 6. Revocation. Executive Order 12301 of March 26, 1981, entitled "Integrity and Efficiency in Federal Programs," is revoked.

THE WHITE HOUSE,
January 27, 1988.

Ronald Reagan

Presidential Documents

Proclamation 5764 of January 28, 1988

American Red Cross Month, 1988

By the President of the United States of America

A Proclamation

The remarkable story of the International Red Cross began at Solferino, in northern Italy, exactly 125 years ago, when battling Austrian and French soldiers brought death and destruction to the countryside—and when Swiss traveler Henri Dunant realized that wounded soldiers should receive assistance no matter what their allegiance.

From that compassion at Solferino grew a great tradition and a humanitarian organization that relieves the sufferings of all those wounded not only by war but also by poor health, old age, personal adversity, natural calamity, and so on.

As Americans join people around the globe in observing this anniversary, we reflect that the story could have turned out much differently if Henri Dunant—one man, after all—had ignored Solferino and its victims. Clara Barton, for instance, might never have founded the American Red Cross, and her counterparts in other countries might never have founded sister societies. Life would truly have been different in our land for people who needed blood, or evacuees left homeless by floods, or accident victims, or countless others.

A century and a quarter after Solferino, we have real reason to celebrate the victory for humanity and for international cooperation that sprang from that battlefield. Today, 145 national societies of the International Red Cross offer help without regard to race, creed, cause, or nationality. Like many of these societies, the American Red Cross provides assistance on several fronts, including health and safety, disaster relief, blood, and social services.

Every day, the American Red Cross battles the devastation left by natural disasters. Last year, the Red Cross clothed, fed, or sheltered 450,000 disaster victims, and through the generosity of the American people it provided individuals with \$122 million in disaster relief.

The Red Cross also assists military personnel, last year alone helping members of the Armed Forces and their families 2.5 million times. Daily it relays 4,000 messages of birth, death, and illness to military posts worldwide.

The American Red Cross battles potential threats to the blood supply by collecting, and testing for disease, more than half of our Nation's blood supply. Last year, four million volunteers donated blood to the Red Cross, restoring life and health to millions of blood recipients.

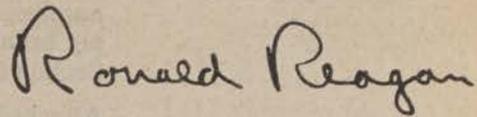
The Red Cross also fights hazards to health and safety by training in cardiopulmonary resuscitation, first aid, swimming, water and boating safety, and preparation for parenthood and babysitting. Last year, seven million Americans successfully completed Red Cross courses. Last year, Red Cross chapters also distributed 67 million AIDS brochures and urged the public "to get the facts."

The Red Cross also combats social and economic problems; it helps young mothers, assists the aged, the homeless, and the destitute, and helps immigrants learn English.

These are some of the reasons we all rejoice in the vision and the mission of the American Red Cross, especially in this 125th anniversary year of the International Red Cross.

NOW, THEREFORE, I, RONALD REAGAN, President of the United States of America and Honorary Chairman of the American National Red Cross, by virtue of the authority vested in me by the Constitution and laws of the United States, do hereby proclaim the month of March 1988 as American Red Cross Month. I urge all Americans to continue their generous support and ready assistance to the work of the American Red Cross and its more than 2,800 chapters, 1.4 million adult members, and three million youth volunteers.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-eighth day of January, in the year of our Lord nineteen hundred and eighty-eight, and of the Independence of the United States of America the two hundred and twelfth.



[FR Doc. 88-2160

Filed 1-29-88; 10:45 am]

Billing code 3195-01-M

Presidential Documents

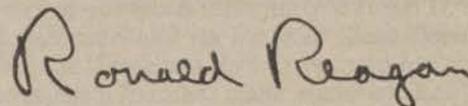
Memorandum of January 28, 1988

Memorandum for the Archivist of the United States

By the authority vested in me as President by the Constitution and laws of the United States, including Section 301 of Title 3 of the United States Code, I hereby authorize you to ascertain whether the printed enrollments of H.J. Res. 395, Joint Resolution making further continuing appropriations for the fiscal year 1988 (Public Law 100-202), and H.R. 3545, the Omnibus Budget Reconciliation Act of 1987 (Public Law 100-203), are correct printings of the hand enrollments, which were approved on December 22, 1987, and if so to make on my behalf the certifications required by Section 101(n)(4) of H.J. Res. 395 and Section 8004(c) of H.R. 3545.

Attached are the printed enrollments of H.J. Res. 395 and H.R. 3545, which were received at the White House on January 27, 1988.

This memorandum shall be published in the Federal Register.



THE WHITE HOUSE,
Washington, January 28, 1988.

[FR Doc. 88-2169

Filed 1-29-88; 11:39 am]

Billing code 3195-01-M

Reader Aids

Federal Register

Vol. 53, No. 20

Monday, February 1, 1988

INFORMATION AND ASSISTANCE

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LIST OF PUBLIC LAWS

Note: No public bills which have become law were received by the Office of the Federal Register for inclusion in today's **List of Public Laws**.

Last List January 14, 1988

FEDERAL REGISTER PAGES AND DATES, FEBRUARY

2719-2816 1

CFR CHECKLIST

This checklist, prepared by the Office of the Federal Register, is published weekly. It is arranged in the order of CFR titles, prices, and revision dates.

An asterisk (*) precedes each entry that has been issued since last week and which is now available for sale at the Government Printing Office.

New units issued during the week are announced on the back cover of the daily **Federal Register** as they become available.

A checklist of current CFR volumes comprising a complete CFR set, also appears in the latest issue of the LSA (List of CFR Sections Affected), which is revised monthly.

The annual rate for subscription to all revised volumes is \$595.00 domestic, \$148.75 additional for foreign mailing.

Order from Superintendent of Documents, Government Printing Office, Washington, DC 20402. Charge orders (VISA, MasterCard, CHOICE, or GPO Deposit Account) may be telephoned to the GPO order desk at (202) 783-3238 from 8:00 a.m. to 4:00 p.m. eastern time, Monday—Friday (except holidays).

Title	Price	Revision Date
1, 2 (2 Reserved)	\$9.00	Jan. 1, 1987
3 (1986 Compilation and Parts 100 and 101)	11.00	1 Jan. 1, 1987
4	14.00	Jan. 1, 1987
5 Parts:		
1-1199	25.00	Jan. 1, 1987
1200-End, 6 (6 Reserved)	9.50	Jan. 1, 1987
7 Parts:		
0-45	25.00	Jan. 1, 1987
46-51	16.00	Jan. 1, 1987
52	23.00	Jan. 1, 1987
53-209	18.00	Jan. 1, 1987
210-299	22.00	Jan. 1, 1987
300-399	10.00	Jan. 1, 1987
400-699	15.00	Jan. 1, 1987
700-899	22.00	Jan. 1, 1987
900-999	26.00	Jan. 1, 1987
1000-1059	15.00	Jan. 1, 1987
1060-1119	13.00	Jan. 1, 1987
1120-1199	11.00	Jan. 1, 1987
1200-1499	18.00	Jan. 1, 1987
1500-1899	9.50	Jan. 1, 1987
1900-1944	25.00	Jan. 1, 1987
1945-End	26.00	Jan. 1, 1987
8	9.50	Jan. 1, 1987
9 Parts:		
1-199	18.00	Jan. 1, 1987
200-End	16.00	Jan. 1, 1987
10 Parts:		
0-199	29.00	Jan. 1, 1987
200-399	13.00	Jan. 1, 1987
400-499	14.00	Jan. 1, 1987
500-End	24.00	Jan. 1, 1987
11	11.00	July 1, 1987
12 Parts:		
1-199	11.00	Jan. 1, 1987
200-299	27.00	Jan. 1, 1987
300-499	13.00	Jan. 1, 1987
500-End	27.00	Jan. 1, 1987
13	19.00	Jan. 1, 1987
14 Parts:		
1-59	21.00	Jan. 1, 1987
60-139	19.00	Jan. 1, 1987
140-199	9.50	Jan. 1, 1987
200-1199	19.00	Jan. 1, 1987
1200-End	11.00	Jan. 1, 1987
15 Parts:		
0-299	10.00	Jan. 1, 1987
300-399	20.00	Jan. 1, 1987
400-End	14.00	Jan. 1, 1987

Title	Price	Revision Date
16 Parts:		
0-149	12.00	Jan. 1, 1987
150-999	13.00	Jan. 1, 1987
1000-End	19.00	Jan. 1, 1987
17 Parts:		
1-199	14.00	Apr. 1, 1987
200-239	14.00	Apr. 1, 1987
240-End	19.00	Apr. 1, 1987
18 Parts:		
1-149	15.00	Apr. 1, 1987
150-279	14.00	Apr. 1, 1987
280-399	13.00	Apr. 1, 1987
400-End	8.50	Apr. 1, 1987
19 Parts:		
1-199	27.00	Apr. 1, 1987
200-End	5.50	Apr. 1, 1987
20 Parts:		
1-399	12.00	Apr. 1, 1987
400-499	23.00	Apr. 1, 1987
500-End	24.00	Apr. 1, 1987
21 Parts:		
1-99	12.00	Apr. 1, 1987
100-169	14.00	Apr. 1, 1987
170-199	16.00	Apr. 1, 1987
200-299	5.50	Apr. 1, 1987
300-499	26.00	Apr. 1, 1987
500-599	21.00	Apr. 1, 1987
600-799	7.00	Apr. 1, 1987
800-1299	13.00	Apr. 1, 1987
1300-End	6.00	Apr. 1, 1987
22 Parts:		
1-299	19.00	Apr. 1, 1987
300-End	13.00	Apr. 1, 1987
23	16.00	Apr. 1, 1987
24 Parts:		
0-199	14.00	Apr. 1, 1987
200-499	26.00	Apr. 1, 1987
500-699	9.00	Apr. 1, 1987
700-1699	18.00	Apr. 1, 1987
1700-End	12.00	Apr. 1, 1987
25	24.00	Apr. 1, 1987
26 Parts:		
§§ 1.0-1.60	12.00	Apr. 1, 1987
§§ 1.61-1.169	22.00	Apr. 1, 1987
§§ 1.170-1.300	17.00	Apr. 1, 1987
§§ 1.301-1.400	14.00	Apr. 1, 1987
§§ 1.401-1.500	21.00	Apr. 1, 1987
§§ 1.501-1.640	15.00	Apr. 1, 1987
§§ 1.641-1.850	17.00	Apr. 1, 1987
§§ 1.851-1.1000	27.00	Apr. 1, 1987
§§ 1.1001-1.1400	16.00	Apr. 1, 1987
§§ 1.1401-End	20.00	Apr. 1, 1987
2-29	20.00	Apr. 1, 1987
30-39	13.00	Apr. 1, 1987
40-49	12.00	Apr. 1, 1987
50-299	14.00	Apr. 1, 1987
300-499	15.00	Apr. 1, 1987
500-599	8.00	Apr. 1, 1987
600-End	6.00	Apr. 1, 1987
27 Parts:		
1-199	21.00	Apr. 1, 1987
200-End	13.00	Apr. 1, 1987
28	23.00	July 1, 1987
29 Parts:		
0-99	16.00	July 1, 1987
100-499	7.00	July 1, 1987
500-899	24.00	July 1, 1987
900-1899	10.00	July 1, 1987
1900-1910	28.00	July 1, 1987
1911-1925	6.50	July 1, 1987

Title	Price	Revision Date	Title	Price	Revision Date
1926.....	10.00	July 1, 1987	400-429.....	20.00	Oct. 1, 1986
1927-End.....	23.00	July 1, 1987	430-End.....	15.00	Oct. 1, 1986
30 Parts:			43 Parts:		
0-199.....	20.00	July 1, 1987	1-999.....	15.00	Oct. 1, 1987
200-699.....	8.50	July 1, 1987	*1000-3999.....	24.00	Oct. 1, 1987
700-End.....	18.00	July 1, 1987	4000-End.....	11.00	Oct. 1, 1986
31 Parts:			44.....	17.00	Oct. 1, 1986
0-199.....	12.00	July 1, 1987	45 Parts:		
200-End.....	16.00	July 1, 1987	1-199.....	14.00	Oct. 1, 1987
32 Parts:			200-499.....	9.00	Oct. 1, 1987
1-39, Vol. I.....	15.00	³ July 1, 1984	500-1199.....	18.00	Oct. 1, 1986
1-39, Vol. II.....	19.00	³ July 1, 1984	1200-End.....	13.00	Oct. 1, 1986
1-39, Vol. III.....	18.00	³ July 1, 1984	46 Parts:		
1-189.....	20.00	July 1, 1987	1-40.....	13.00	Oct. 1, 1987
190-399.....	23.00	July 1, 1987	41-69.....	13.00	Oct. 1, 1987
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630-699.....	13.00	⁴ July 1, 1986	90-139.....	12.00	Oct. 1, 1987
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800-End.....	16.00	July 1, 1987	156-165.....	14.00	Oct. 1, 1987
33 Parts:			166-199.....	13.00	Oct. 1, 1987
1-199.....	27.00	July 1, 1987	200-499.....	19.00	Oct. 1, 1986
200-End.....	19.00	July 1, 1987	500-End.....	10.00	Oct. 1, 1987
34 Parts:			47 Parts:		
1-299.....	20.00	July 1, 1987	0-19.....	17.00	Oct. 1, 1986
300-399.....	11.00	July 1, 1987	20-39.....	18.00	Oct. 1, 1986
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38 Parts:			2 (Parts 201-251).....	17.00	Oct. 1, 1987
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40 Parts:			15-End.....	22.00	Oct. 1, 1986
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190-399.....	29.00	July 1, 1987	1200-End.....	18.00	Oct. 1, 1987
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¹ Because Title 3 is an annual compilation, this volume and all previous volumes should be retained as a permanent reference source.

² No amendments to this volume were promulgated during the period Apr. 1, 1980 to March 31, 1987. The CFR volume issued as of Apr. 1, 1980, should be retained.

³ The July 1, 1985 edition of 32 CFR Parts 1-189 contains a note only for Parts 1-39 inclusive. For the full text of the Defense Acquisition Regulations in Parts 1-39, consult the three CFR volumes issued as of July 1, 1984, containing those parts.

⁴ No amendments to this volume were promulgated during the period July 1, 1986 to June 30, 1987. The CFR volume issued as of July 1, 1986, should be retained.

⁵ The July 1, 1985 edition of 41 CFR Chapters 1-100 contains a note only for Chapters 1 to 49 inclusive. For the full text of procurement regulations in Chapters 1 to 49, consult the eleven CFR volumes issued as of July 1, 1984 containing those chapters.

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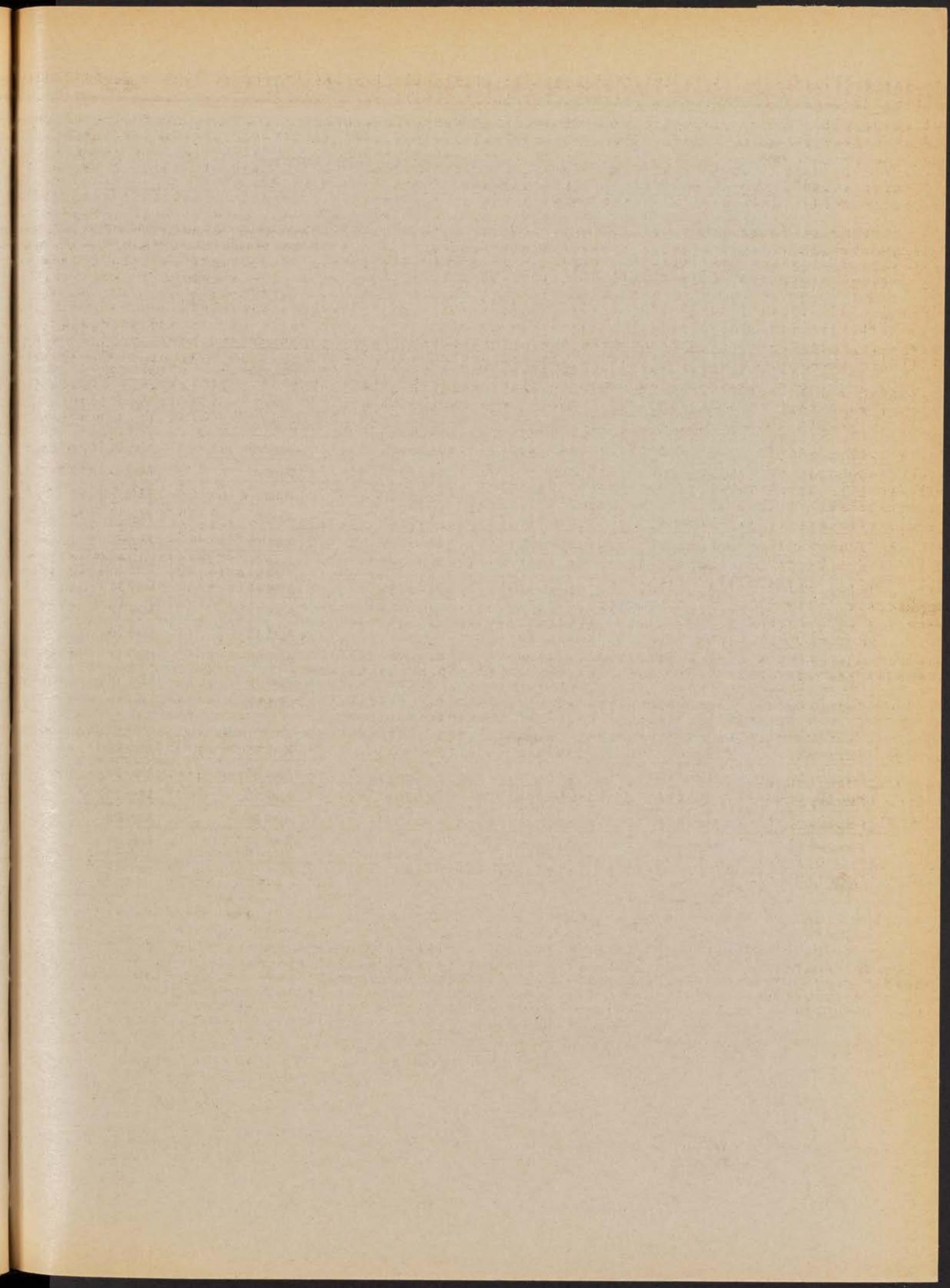
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February 3	February 18	March 4	March 21	April 4	May 3
February 4	February 19	March 7	March 21	April 4	May 4
February 5	February 22	March 7	March 21	April 5	May 5
February 8	February 23	March 9	March 24	April 8	May 9
February 9	February 24	March 10	March 25	April 11	May 9
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February 18	March 4	March 21	April 4	April 18	May 18
February 19	March 7	March 21	April 4	April 19	May 19
February 22	March 8	March 23	April 7	April 22	May 23
February 23	March 9	March 24	April 8	April 25	May 23
February 24	March 10	March 25	April 11	April 25	May 24
February 25	March 11	March 28	April 11	April 25	May 25
February 26	March 14	March 28	April 11	April 26	May 26
February 29	March 15	March 30	April 14	April 29	May 31



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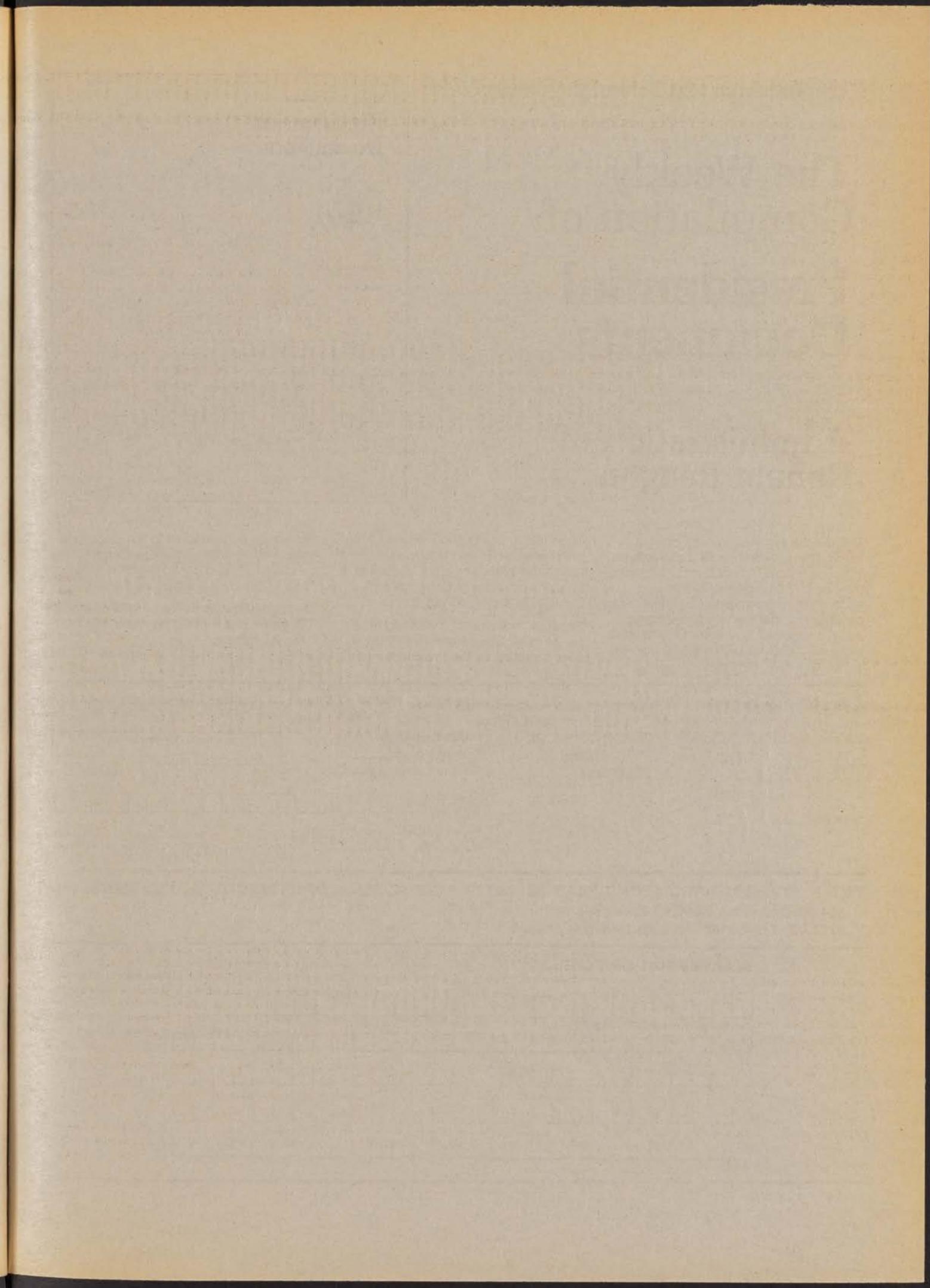
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