effect of the claim on the organization's ability to meet the food needs of low-income populations.

4. Section 251.6, paragraph (a) is revised to read as follows:

§ 251.6 Distribution plan.

(a) *Contents of the plan.* The State agency shall submit for approval by the appropriate FNS Regional Office a plan which contains:

(1) A description of the criteria established in accordance with § 251.5(b) for determining that applicant households are in need of food assistance under this part;

(2) The rates for distributing commodities to households in accordance with § 251.4(d)(3);

(3) A description of the program monitoring system including a detailed explanation of any factors which may contribute to the State requesting approval of exceptions to conducting the minimum number of reviews required by § 251.10(e);

(4) A description of the State's formula for allocating funds to emergency feeding organizations; and

(5) A description of the State's contribution toward the matching requirements as described under § 251.9(e)

* * * * *

§ 251.9 [Redesignated as § 251.10]

§ 251.10 [Amended]

5. Section 251.9 is redesignated as § 251.10. Paragraph (d) of newly redesignated § 251.10 is removed and paragraphs (e), (f), and (g) are redesignated (d), (e), and (f) respectively.

6. New § 251.9 is added to read as follows:

§ 251.9 Matching of funds.

(a) *State matching requirements.* Effective October 1, 1987, States shall provide in cash or in-kind, a contribution equal to the difference between—

(1) The amount of funds received under § 251.8 and

(2) Any part of the amount received by the State and paid by the State to emergency feeding organizations and any part of the amount retained by the State to pay for the direct storage and distribution costs of emergency feeding organizations.

(b) *Exceptions.* In accordance with the provisions of 48 U.S.C. 1469a, American Samoa, Guam, the Virgin Islands and the Northern Mariana Islands shall be exempt from the matching requirements of paragraph (a) of this section if their respective matching requirements are under $200,000.

(c) *Applicable contributions.* States shall meet the requirements of paragraph (a) of this section through cash or in-kind contributions from non-Federal sources. Such contributions shall meet the requirements set forth in 7 CFR Part 3015, Subpart G. Allowable contributions are only those contributions for costs which would otherwise be allowable as State-level storage and distribution costs. An allowable cash contribution is any cash outlay of the State agency specifically identifiable as a State-level storage and distribution cost, including the outlay of money contributed to the State agency by other public agencies and institutions, and private organizations and individuals.

Examples of cash contributions include, but are not limited to, the purchase of office supplies, storage space, transportation, loading facilities and equipment, employees salaries, and other goods and services specifically identifiable as State-level storage and distribution costs for which there has been a cash outlay by the State agency. Allowable in-kind contributions are any charges, which are non-cash outlays, for real property and non-expendable personal property and the value of goods and services specifically identifiable with State-level storage and distribution costs. Examples of in-kind contributions may include, but are not limited to, the donation of office supplies, storage space, vehicles to transport the commodities, loading facilities and equipment such as pallets and forklifts, and other non-cash goods or services specifically identifiable with State-level storage and distribution costs. In accordance with 7 CFR 3015.53 through 3015.56, the value of donated property shall be the fair market value or the cost of the property to the supplier, whichever is less. In accordance with 7 CFR 3015.52(a), the matching requirement shall not be met by costs supported by another Federal grant, except as provided by Federal statute.

(d) *Assessment fees.* States shall not assess any fees for the distribution of donated foods to emergency feeding organizations.

(e) *Plan requirements.* As a part of the State's Distribution Plan required under § 251.6, State agencies shall submit for FNS Regional office approval, the State's plan for meeting the match required under paragraph (a) of this section. Such plan shall identify the estimated amount of Federal funds to be retained at the State level for State level activities, the estimated dollar value of the State's contribution, and, if applicable, a description and valuation of in-kind contributions to be applied to the State's required match. This plan may be amended at any time during the fiscal year.

(f) *Reporting requirements.* State agencies shall identify their matching contribution on the SF–269, Financial Status Report, in accordance with § 251.10(d).

(g) *Failure to match.* If, during the course of the fiscal year, the quarterly SF–269 indicates that the State is or will be unable to meet the matching requirements in whole or in part, the Department shall suspend or disallow the unmatched portion of Federal funds subject to the provisions of paragraph (a) of this section. If, upon submission of the final SF–269 for the fiscal year, the Department determines that the State has not met the requirements of paragraph (a) of this section in whole or in part, the unmatched portion of Federal funds subject to the requirements of paragraph (a) of this section shall be subject to disallowance by FNS.

Dated: May 5, 1987.

S. Anna Kondrates,

Acting Administrator.

[FR Doc. 87–10898 Filed 5–12–87; 8:45 am]

BILLING CODE 3410-30-M

Agricultural Stabilization and Conservation Service

7 CFR Part 760

Dairy Indemnity Payment Programs

AGENCY: Agricultural Stabilization and Conservation Service, USDA.

ACTION: Final rule.

SUMMARY: The purpose of this rule is to adopt as final the interim rule published at 51 FR 12986, which amended the Dairy Indemnity Payment Program regulations, with an amendment which would shorten the period for conduct of the program from September 30, 1990, to January 31, 1988.

EFFECTIVE DATE: This final rule shall become effective on May 13, 1987.

FOR FURTHER INFORMATION CONTACT: Clarence Domire, Agricultural Program Specialist, Emergency Operations and Livestock Programs Division, ASCS, USDA, P.O. Box 2415, Washington, DC 20013; Telephone (202) 447–7673.

SUPPLEMENTARY INFORMATION: Information collection requirements contained in this regulation (7 CFR Part 760) have been approved by the Office of Management and Budget (OMB) in accordance with the provisions of 44

U.S.C. Chapter 35 and have been assigned OMB Control No. 0560–0045.

This rule has been reviewed under USDA procedures established in accordance with Executive Order 12291 and Secretary's Memorandum 1512–1 and has been classified as "not major" since it will not result in: (1) An annual effect on the economy of $100 million or more; (2) a major increase in costs or prices for consumers, individual industries, Federal, State or local government agencies, or geographic regions; or (3) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic or export markets.

The title and number of the Federal assistance program to which this rule applies are: Title: Dairy Indemnity Payments; Number: 10.053, as found in the Catalog of Federal Domestic Assistance.

Milton Hertz, Administrator, ASCS, certifies that this action will not increase the federal paperwork burden for industry, small business, and other persons. Therefore the action is exempt from the provisions of the Regulatory Flexibility Act. Additionally, the Regulatory Flexibility Act is not applicable to this rule since the Agricultural Stabilization and Conservation Service (ASCS) is not required by 5 U.S.C. 553 or any other provision of law to publish a notice of proposed rulemaking with respect to the subject matter of this rule.

It has been determined by an environmental evaluation that this action will have no significant impact on the quality of the human environment. Therefore, neither an environmental assessment nor an Environmental Impact Statement is needed.

The Dairy Indemnity Payment Program was originally authorized by section 331 of the Economic Opportunity Act of 1964 (78 Stat. 508). The statutory authority for the program has been extended several times, most recently by section 152 of the Food Security Act of 1985 (99 Stat. 1337) which authorized the program to be carried out through September 30, 1990. The objective of the program is to indemnify dairy farmers and manufacturers of dairy products who, through no fault of their own, suffer income losses with respect to milk or milk products which are removed from commercial markets because such products contain certain harmful residues. In addition, dairy farmers can also be indemnified for income losses with respect to milk which is required to be removed from commercial markets due to residues of chemicals or toxic substances or contamination by nuclear radiation or fallout.

An interim rule amending the Dairy Indemnity Payment Program was published in the **Federal Register** on April 17, 1986 (51 FR 12986). The interim rule extended the time period for conducting the program from September 30, 1985 to September 30, 1990. However, the Department estimates that Congressionally appropriated funds for the program will be exhausted by January 31, 1988. Therefore, an expiration date of January 31, 1988 is provided for at this time.

The interim rule also extended the final date by which applications for payment must be filed with the county ASCS office for the county where the farm headquarters are located to no later than December 31 following the fiscal year in which the loss occurred, or such later date as the Deputy Administrator may specify.

In addition, the interim rule amended the regulations to prevent manufacturers from receiving what is considered to be a "double indemnity," i.e., compensation for the same loss by the Department of Agriculture and the person (or the representative or successor in interest of such person) responsible for such loss. A similar provision was applied to producers in the 1979 revision of the regulations. If the manufacturer is compensated for the same loss by the person responsible for the loss, the manufacturer is required to refund to the Department of Agriculture the amount of the indemnity payment which is equal to the amount of the compensation which is received by the manufacturer.

The interim rule provided for a 30-day comment period; however, no comments were received. Therefore, it has been determined that the interim rule should be adopted as final with the expiration date for conduct of the program changed from September 30, 1990 to January 31, 1988.

List of Subjects in 7 CFR Part 760

Dairy producers, Indemnity payments, Pesticides, Pests.

Accordingly, the interim rule amending 7 CFR Part 760 which was published at 51 FR 12986 on April 17, 1986, is adopted as a final rule with the following change:

PART 760—DAIRY INDEMNITY PAYMENT PROGRAM

1. The authority citations for 7 CFR Part 760 continues to read:

Authority: Secs. 1, 2, and 3, 99 Stat. 1337, as amended (7 U.S.C. 450j, k, and l).

§ 760.2 [Amended]

2. In § 760.2, paragraphs (k) (1) and (2), (l), and (o) are amended by striking out "September 30, 1990" and inserting in lieu thereof "January 31, 1988".

Signed at Washington, DC, on May 8, 1987.

Milton J. Hertz,

Administrator, Agricultural Stabilization and Conservation Service.

[FR Doc. 87-10922 Filed 5-12-87; 8:45 am]

BILLING CODE 3410-05-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 87-NM-37-AD; Amdt. 39-5621]

Airworthiness Directives; Boeing Model 737 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 737 series airplanes, which requires inspection of the forward service doorway aft frame around the lower four door stop fittings and repair, if necessary. This action is prompted by recent reports of cracks in the lower door stop support structure. This condition, if not corrected, could result in loss of pressurization, substantial structural damage, and loss of the door.

EFFECTIVE DATE: June 1, 1987.

ADDRESSES: The applicable service information may be obtained from the Boeing Commercial Airplane Company, P.O. Box 3707, Seattle, Washington 98124. This information may be examined at FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington, or Seattle Aircraft Certification Office, FAA, Northwest Mountain Region, 9010 East Marginal Way South, Seattle, Washington.

FOR FURTHER INFORMATION CONTACT: Mr. James W. Hart, Jr., Airframe Branch, ANM-120S; telephone (206) 431-1920. Mailing address: FAA, Northwest Mountain Region, 17900 Pacific Highway South, C-68966, Seattle, Washington 98168.

SUPPLEMENTARY INFORMATION: Recent service experience has shown that cracks have developed in the forward service doorway aft frame on Boeing Model 737 series airplanes around the lower door stop fittings (Numbers 3 through 6), as well as in the backup structure for these door stops. Cracking in these areas, if not detected and repaired, could compromise the structural integrity of the door support structure, which could lead to loss of pressurization, substantial structural damage, and possible loss of the door.

The FAA has reviewed and approved Boeing Alert Service Bulletin 737-53A1108, Revision 1, dated March 12, 1987, which describes procedures for inspection for cracks in the forward service doorway aft frame structure and repairs.

Since this condition is likely to exist or develop on other airplanes of the same type design, this AD requires repetitive inspections of the aft door frame around the lower four door stops, and repair, if necessary, in accordance with the service bulletin previously mentioned. If cracks are found in the frame, it is necessary to inspect the intercostals and stringers which back up the door stops. An optional terminating action is provided. [It should be noted that AD 87-01-06, Amendment 39-5509 (52 FR 517; January 7, 1987), requires inspections of the upper two door stop fittings of the forward service doorway aft frame.]

Since a situation exists that requires immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable, and good cause exists for making this amendment effective in less than 30 days.

The FAA has determined that this regulation is an emergency regulation that is not considered to be major under Executive Order 12291. It is impracticable for the agency to follow the procedures of Order 12291 with respect to this rule since the rule must be issued immediately to correct an unsafe condition in aircraft. It has been further determined that this document involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). If this action is subsequently determined to involve a significant/major regulation, a final regulatory evaluation or analysis, as appropriate, will be prepared and placed in the regulatory docket (otherwise, an evaluation is not required).

List of Subjects in 14 CFR Part 39

Aviation safety, Aircraft.

Adoption of the Amendment

PART 39—[AMENDED]

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:

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:

Boeing: Applies to Model 737 series airplanes, Line Numbers 1 through 1426, except the T43 series, certificated in any category. Compliance required as indicated, unless previously accomplished.

To ensure structural integrity of the forward galley door support structure, accomplish the following:

A. Prior to the accumulation of 25,000 landings or within the next 125 landings after the effective date of this AD, whichever occurs later, perform a close visual inspection of the forward service doorway aft frame around the lower four door stop fittings, in accordance with Boeing Alert Service Bulletin 737-53A1108, Revision 1, dated March 12, 1987, or later FAA-approved revision. Repeat the inspections at intervals not to exceed 250 landings. If cracks are found, prior to further flight, perform a visual inspection for cracks in the intercostals and stringers, which support the aft door stops. Parts found cracked must be repaired prior to further flight in accordance with Boeing Alert Service Bulletin 737-53A1108, Revision 1, or later FAA-approved revision.

B. The repetitive inspections required by paragraph A above, may be terminated after the intercostals and stringers have been repaired in accordance with Boeing Alert Service Bulletin 737-53A1108, Revision 1, dated March 12, 1987, or later FAA-approved revisions, or incorporation of a modification approved by the Manager, Seattle Aircraft Certification Office, FAA, Northwest Mountain Region.

C. An alternate means of compliance or adjustment of the compliance time, which provide an acceptable level of safety and which has the concurrence of an FAA Principal Maintenance Inspector, may be used when approved by the Manager, Seattle Aircraft Certification Office, FAA, Northwest Mountain Region.

D. Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a base for the accomplishment of inspections and/or modifications required by 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 the Boeing Commercial Airplane Company, P.O. Box 3707, Seattle, Washington 98124. This information may be examined at FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington, or Seattle Aircraft Certification Office, FAA, Northwest Mountain Region, 9010 East Marginal Way South, Seattle, Washington.

This amendment becomes effective June 1, 1987.

Issued in Seattle, Washington, on May 6, 1987.

Wayne J. Barlow,

Director, Northwest Mountain Region.

[FR Doc. 87-10861 Filed 5-12-87; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 39

[Docket No. 86-NM-169-AD; Amdt. 39-5622]

Airworthiness Directives; CASA Model C-212 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain CASA Model C-212 series airplanes, which requires modification of the crew door to provide a protective cover for the internal door handle. Installation of the protective cover is necessary to preclude inadvertent opening of the door in flight.

EFFECTIVE DATE: June 19, 1987.

ADDRESSES: The service bulletin specified in this AD may be obtained upon request to Construcciones Aeronauticas S.A., Getafe, Madrid, Spain. This information may be examined at the FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington, or the Seattle Aircraft Certification Office, 9010 East Marginal Way South, Seattle, Washington.

FOR FURTHER INFORMATION CONTACT: Ms. Judy Golder, Standardization Branch, ANM-113; telephone (206) 431-1967. Mailing address: FAA, Northwest Mountain Region, 17900 Pacific Highway South, C-68966, Seattle, Washington 98168.

SUPPLEMENTARY INFORMATION: A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive, which requires the installation of a protective cover over the crew door internal handle on certain Construcciones Aeronauticas S.A. (CASA) Model C-212 series airplanes, was published in the Federal Register on September 26, 1986 (51 FR 33618).

Interested parties have been afforded an opportunity to participate in the making of this amendment. Due