

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.

2. By adding the following new airworthiness directive:

Airbus Industrie: Applies to all Model A300 B2 series airplanes, certificated in any category. Compliance required as indicated, unless previously accomplished.

To prevent failure of the wing front spar, accomplish the following:

A. Within the next 100 landings after the effective date of this AD, or prior to the accumulation of 8,000 landings, whichever occurs later, visually inspect the wing front spar webs in accordance with paragraph 2B of Airbus Industrie All Operators Telex AOT/57/87/02, Issue 2, dated April 22, 1987.

B. Within the next 300 landings after the effective date of this AD, or prior to the accumulation of 8,000 landings, whichever occurs later, perform an ultrasonic inspection in accordance with paragraph 2C of Airbus Industrie All Operators Telex AOT/57/87/02, Issue 2, dated April 22, 1987.

C. If cracks are found as result of the inspections required by paragraph A. or B., above, repair prior to further flight in accordance with Airbus Industrie All Operators Telex AOT/57/87/02, Issue 2, dated April 22, 1987.

D. An alternate means of compliance or adjustment of the compliance time, which provides an acceptable level of safety, may be used when approved by the Manager, Standardization Branch, ANM-113, FAA, Northwest Mountain Region.

E. 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 the inspections 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 Airbus Industrie, Avenue Didier Daurat, 31700 Blagnac, France. This information may be examined at FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington, or the Seattle Aircraft Certification Office, 9010 East Marginal Way South, Seattle, Washington.

This amendment becomes effective August 10, 1987.

Issued in Seattle, Washington, on July 16, 1987.

Wayne J. Barlow,

Director, Northwest Mountain Region.

[FR Doc. 87-17001 Filed 7-27-87; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF COMMERCE**International Trade Administration****15 CFR Part 377**

[Docket No. 70747-7147]

Short Supply Controls and Monitoring

AGENCY: Office of Industrial Resource Administration, International Trade Administration, Commerce.

ACTION: Final Rule, nomenclature change.

SUMMARY: This rule, which neither expands nor limits the provisions of the Export Administration Regulations, makes agency Office name changes and mailing address changes to the short supply controls and monitoring regulations to reflect agency organizational changes.

EFFECTIVE DATE: July 28, 1987.

FOR FURTHER INFORMATION CONTACT: Rodney A. Joseph, Short Supply Program, Office of Industrial Resource Administration, U.S. Department of Commerce, Washington, DC. Telephone: 202/377-3984.

SUPPLEMENTARY INFORMATION:**Rulemaking Requirements**

In connection with various rulemaking requirements, the International Trade Administration has determined that this rule is not a "major rule" requiring a regulatory impact analysis under Executive Order 12291.

Because this rule relates to agency management, the notice and public comment and delayed effective date of 5 U.S.C. 553 do not apply. Accordingly, this rule is not subject to the Regulatory Flexibility Act. This rule does not contain a collection of information for purposes of the Paperwork Reduction Act.

List of Subjects in 15 CFR Part 377

Administrative practice and procedure, Exports, Forests and forest products, Petroleum, Reporting and recordkeeping requirements.

PART 377—[AMENDED]

Accordingly, ITA amends 15 CFR Part 377 as follows:

1. The authority citation for Part 377 is revised to read as follows:

Authority: Pub. L. 96-72, 93 Stat 503 (50 U.S.C. app. 2401 *et seq.*), as amended by Pub. L. 97-145 of December 29, 1981 and by Pub. L. 99-64 of July 12, 1985; E.O. 12525 of July 12, 1985 [50 FR 28757, July 16, 1985]; Sec. 103, Pub. L. 94-163 of December 22, 1975 (42 U.S.C. 6212), as amended by Pub. L. 99-58 of July 2, 1985; Sec. 101, Pub. L. 98-153 of November 16, 1973 (30 U.S.C. 185); Sec. 28, Pub. L. 95-372 of September 18, 1978 (43 U.S.C. 1354); E.O. 11912 of April 13, 1976 (41 FR 15825, April 15, 1976), as amended; Sec. 201(1) and 201(11)(e), Pub. L. 94-258 of April 5, 1976 (10 U.S.C. 7420 and 7430(e)); Presidential Findings of June 14, 1985 (50 FR 25189, June 18, 1985); and Sec. 125, Pub. L. 99-64 of July 12, 1985 (46 U.S.C. 466(c)).

§§ 377.1, 377.2, 377.3, 377.4, 377.7, 377.8, 377.9, and 377.15 [Amended]

2. Remove the words "Office of Export Licensing" and add, in their place, the words "Office of Industrial Resource Administration" in the following places:

(a) Sections 377.1 (b), (c)(1) and (2) (two revisions), and (c)(4);

(b) Section 377.2(d)(1);

(c) Section 377.3(a)(2), (b) introductory paragraph, and (c) introductory paragraph;

(d) Section 377.4(c) introductory paragraph, (d)(1)(vi) (two revisions), (e) (two revisions), (f) introductory paragraph, (f)(1)(i), and (i)(1) (two revisions);

(e) Section 377.7(a), (d) (the last four references), (e) introductory paragraph, (e)(1), (e)(4), (e)(5), (f)(1), (g) introductory paragraph, (h) concluding text (following paragraph (h)(3)) (j), and (l);

(f) Section 377.8 (b), (f) (two revisions), (g) (three revisions); (h) (four revisions), (i) (two revisions), (j), and (l);

(g) Section 377.9(b) introductory paragraph and (c);

(h) Section 377.15(d) (two revisions).

§ 377.1 [Amended]

3. In § 377.1(c)(3), in addition to the amendments set forth above, remove the words "National Security Preparedness Division, Office of Resource Administration (Room 3877)" and add, in their place, the words "Short Supply Program, Office of Industrial Resource Administration, Room 3876".

4. Also in § 377.1(c)(3), remove the words "National Security Preparedness Division" and add, in their place, the words "Office of Industrial Resource Administration".

§ 377.2 [Amended]

5. In § 377.2(e), in addition to the amendments set forth above, remove the words "P.O. Box 7138, Ben Franklin Station, Washington, DC 20044, or in Room 1613" and add, in their place, the words "Room 3876, Short Supply

Program, Office of Industrial Resource Administration".

§§ 377.4 and 377.6 [Amended]

6. In addition to the amendments set forth above, remove the words "National Security Preparedness Division, Office of Industrial Resource Administration, P.O. Box 663, Washington, DC 20044" and add, in their place, the words "Short Supply Program, Office of Industrial Resource Administration, Room 3876, U.S. Department of Commerce, Washington, DC 20230" in the following places:

(a) Section 377.4(d)(1) introductory paragraph, (h) introductory paragraph, and (i)(2);

(b) Section 377.6(d).

7. In § 377.6, footnote No. 1 to paragraph (d)(3)(ii) introductory text is redesignated as footnote No. 2, and footnote No. 2 to the Affidavit in paragraph (e)(2) is redesignated as footnote No. 3.

§ 377.7 [Amended]

8. In § 377.7(d), in addition to the amendments set forth above, remove the words "Office of Export Licensing, Short Supply Division, P.O. Box 7138, Ben Franklin Station, Washington, DC 20044" and add, in their place, the words "Short Supply Program, Office of Industrial Resource Administration, Room 3876, U.S. Department of Commerce, Washington, DC 20230".

§ 377.8 [Amended]

9. Section 377.8(d) is revised to read as follows:

* * *

(d) *Place of filing.* Petitions under this section may be filed by personal delivery during normal Department of Commerce business hours or by mail, to: Short Supply Program, Office of Industrial Resource Administration, Room 3876, U.S. Department of Commerce, 14th Street and Pennsylvania Avenue, NW., Washington, DC 20230.

Petitions will be date-stamped upon receipt in the Office of Industrial Resource Administration. The date stamped on the petition will be the filing date for the petition.

* * *

11. In § 377.8(j), in addition to the amendments set forth above, remove the words "Room 4001-B, U.S. Department of Commerce, 14th Street and Constitution Avenue, NW., Washington, DC" and add, in their place, the words "Room 4104, U.S. Department of Commerce, 14th Street and

Pennsylvania Avenue, NW., Washington, DC 20230."

Paul Freedenberg,

Assistant Secretary for Trade Administration.

[FR Doc. 87-16924 Filed 7-27-87; 8:45 am]

BILLING CODE 3510-DT-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 650

[FHWA Docket No. 85-21]

Navigational Clearances for Bridges

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Final rule.

SUMMARY: The FHWA is issuing regulations for the coordination and development of Federal-aid highway projects which affect navigation. The regulations summarize existing policies and procedures regarding the construction of bridges over navigable waterways for the purpose of strengthening and improving the coordination between highway interests and waterway interests, and achieving cost-effective designs. In addition, this final rule incorporates the exact statutory language mandated by section 123(b) of the Federal-Aid Highway Act of 1987 (the Act) concerning the need for United States Coast Guard permits for highway projects on certain minor tidal waterways. The regulation is issued as a part of a comprehensive effort by FHWA to streamline and accelerate the planning and developmental processes on Federal-aid highway projects.

EFFECTIVE DATE: This final rule is effective August 27, 1987.

FOR FURTHER INFORMATION CONTACT: Mr. Stanley R. Davis or Mr. Philip L. Thompson, Office of Engineering (HNG-31), (202) 366-4606, or Mr. Michael Laska, Office of the Chief Counsel (HCC-10), (202) 366-1383, Federal Highway Administration, 400 7th Street, SW., Washington, DC 20590. Office hours are from 7:45 to 4:15 p.m., ET, Monday through Friday, except legal holidays.

SUPPLEMENTARY INFORMATION: The FHWA's directive on bridge clearances for navigation (Federal-Aid Highway Program Manual 6-7-1-1) has not been revised since 1971 although there have been changes in legislative requirements and project development procedures since that time. The operating procedures for determining bridge clearances and obtaining bridge permits have been issued by FHWA in a variety

of forms including memorandums to regional administrators, Technical Advisories, Notices, and a FHWA/U.S. Coast Guard (USCG) Memorandum of Understanding (MOU). This distribution of recommended operating procedures through different channels of communication has been a source of confusion for State highway agencies as well as for FHWA personnel.

This regulation corrects the deficiency by summarizing the existing legislative requirements and established operating procedures, and by referencing appropriate guidance material.

The regulation defines FHWA and USCG responsibilities relative to navigation clearances which are provided for the construction of Federal-aid highway bridges. The FHWA policy is to be involved in navigation clearance determinations, to meet the reasonable needs of navigation with fixed bridges, wherever practicable, and to provide for reasonable protection from ship collisions.

The regulation provides coordination procedures for Federal-aid highway bridges which require navigational clearances. Bridges over waterways which do not require a USCG permit represent 99 percent of the bridges over waterways processed by FHWA. For example, in calendar year 1986, FHWA authorized the construction or rehabilitation with Federal funds of approximately 5900 bridges over waterways which did not require a USCG permit. During the same period, the USCG issued permits for about 49 bridges to be constructed with Federal funds.

The FHWA has the responsibility to determine, through consultation if necessary, that the USCG permit is not required; to assure that the reasonable needs of local navigation are met; and to provide for notification of the USCG if navigation lights and signals are required.

For bridges requiring a USCG permit, the FHWA and the USCG have agreed upon general procedures designed to promote early coordination between the agencies involved and to expedite the permit approval process. References are provided for existing FHWA and USCG guidance on this subject. In addition to this guidance, a requirement has been included that sufficient preliminary design and consultation be accomplished during the environmental phase of project development to investigate bridge concepts, including the feasibility of any proposed movable bridges, and the horizontal and vertical clearances that may be required.

The FHWA encourages fixed bridges wherever practicable so that highway and waterway traffic can be best served. While this decision usually has to be made on the basis of a life-cycle cost analysis, a higher initial cost can often be justified to save future operating costs.

In addition to the regulation, the FHWA has already issued the following non-binding guidance for navigation clearances which will continue as guidance under the regulation:

The highway agency (HA) should consider the river geometry, currents and velocities; present and future barge and tow traffic, distribution and sizes; clearances at bridges upstream and downstream and navigational problems at those locations; and the history of problems with ice, lock sizes and other problems unique to the bridge site. An analysis using methods in FHWA Technical Advisory T 5140.2,¹ Navigation Channel Widths in Bends, dated February 17, 1978, can be used in making an engineering study of navigational clearances needs. In addition, bridge sites can be modeled to assure that no undue navigational hazards will be created at the bridge. Also, controlled time lapse photography of barge traffic moving through the river reach can be used to determine the width of stream actually occupied by a tow in passing through the bridge site.

Discussion of Major Comments

A notice of proposed rulemaking (NPRM) requesting comments on the proposed revisions was published on April 11, 1985, in the Federal Register [50 FR 14251] and FHWA Docket No. 85-21 was established with a closing date of July 10, 1985. Eight parties submitted comments: 5 from State highway agencies, 1 from a governor's office, 1 from a State Department of Environmental Protection, 1 from a private citizen.

Several State highway agencies commented favorably on the FHWA/USCG efforts, as reflected in this regulation, to improve the process of obtaining USCG permits. Several commenters indicated concerns about the following items: (1) Acceptance of FHWA environmental documents by the USCG, (2) interpretations by the USCG of "waters subject to tidal influence", (3) time delays in obtaining permits, (4) eliminating the need for permits on minor tidal waterways and (5) who (FHWA or USCG) should be involved in issuing bridge permits.

These areas of concern generally fall outside the scope of this regulation since they involve statutory requirements or responsibilities under the jurisdiction of the USCG. However, the concerns are being addressed by both FHWA and the USCG in their ongoing efforts to improve the permit approval process. Several commenters objected to establishing navigational clearances in environmental documents since design details are often not defined at this stage of development. FHWA concurs with this concern and Section 650.807(d) has been reworded to more clearly define the scope of environmental investigations to be accomplished. This wording does not change the scope of the section.

Since the issuance of the notice of proposed rulemaking, 23 U.S.C. 144(h) has been modified by the Federal-Aid Highway Act of 1987 (Pub. L. 100-17, 101 Stat. 132) to eliminate the need for permits for highway projects on certain minor tidal waterways. Sections 650.805(b) and 650.807(b) reflect these changes. The changes include exempting waterways used only by vessels less than 21 feet long.

One highway agency objected to having two Federal agencies involved in the permit process because of duplication of effort. A major purpose of this regulation is to define agency responsibilities and to encourage coordination procedures that minimize any duplication of effort.

Another highway agency expressed a concern that this regulation will affect a smoothly operating permit approval process in its State. Permit coordinating procedures developed by FHWA and USCG are intended as guidance material; use of State coordinating procedures that meet the needs of FHWA and the USCG will not be affected by this regulation.

Appendix A, "USCG/FHWA Procedures for Handling Projects Which Require a USCG Permit", and Appendix B, "USCG/FHWA Memorandum of Understanding on Coordinating the Preparation and Processing of Environmental Documents" of the notice of proposed rulemaking have been eliminated from the regulation since inclusion of this guidance material with the regulation was viewed by several commenters as giving undue emphasis to its importance. Appropriate references to guidance material is retained. A number of other minor technical changes have been made to simplify and clarify the intent of this regulation.

The FHWA and USCG are referred to throughout the regulation. The intent of

these references is that the action will be taken by the appropriate office: Division, Region or Headquarters for FHWA and District or Headquarters for the USCG.

The FHWA has determined that this document contains neither a major rule under Executive Order 12291 nor a significant regulation under DOT regulatory policies and procedures. The anticipated economic impact of this regulation is minimal since its main purpose is to summarize and emphasize current policies and procedures. Therefore, a full regulatory evaluation is not required. For these reasons and under the criteria of the Regulatory Flexibility Act, the FHWA hereby certifies that this action will not have a significant economic impact on a substantial number of small entities.

With regard to the statutory provisions mandated by the Federal-Aid Highway Act of 1987 which have been included in this final rule, the FHWA has determined that good cause exists to make these provisions effective without prior notice and opportunity for comment pursuant to 5 U.S.C. 553(b)(3)(B). Since these provisions merely reflect statutory language mandated by the Act, public comment is unnecessary. Notice and opportunity for comment are not required under the regulatory policies and procedures of the Department of Transportation because it is not anticipated that such action could result in the receipt of useful information because the provisions incorporated in the regulation require no interpretation and provide for no discretion.

(Catalog of Federal Domestic Assistance Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

List of Subjects in 23 CFR Part 650

Bridges, Grant programs—transportation, Highway and roads.

In consideration of the foregoing, the FHWA hereby amends Part 650 of Title 23, Code of Federal Regulations, by adding a new Subpart H as set forth below.

Issued on: July 21, 1987.

R.A. Barnhart,
Federal Highway Administrator.

PART 650—BRIDGES, STRUCTURES, AND HYDRAULICS

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¹ Federal Highway Administration internal directives are available for inspection and copying as prescribed in 49 CFR Part 7, Appendix D.

Subpart H—Navigational Clearances for Bridges

- Sec.
 650.801 Purpose.
 650.803 Policy.
 650.805 Bridges not requiring a USCG permit.
 650.807 Bridges requiring a USCG permit.
 650.809 Movable span bridges.

Subpart H—Navigational Clearances for Bridges

Authority: Section 123, Pub. L. 100-17, 101 Stat. 132; sec. 124(a), Pub. L. 95-599, 92 Stat. 2702; 23 U.S.C. 144(h), 315; 33 U.S.C. 401, 491 *et seq.*, 511 *et seq.*; 49 CFR 1.48(b).

§ 650.801 Purpose.

The purpose of this regulation is to establish policy and to set forth coordination procedures for Federal-aid highway bridges which require navigational clearances.

§ 650.803 Policy.

It is the policy of FHWA:

- (a) To provide clearances which meet the reasonable needs of navigation and provide for cost-effective highway operations,
- (b) To provide fixed bridges wherever practicable, and
- (c) To consider appropriate pier protection and vehicular protective and warning systems on bridges subject to ship collisions.

§ 650.805 Bridges not requiring a USCG permit.

(a) The FHWA has the responsibility under 23 U.S.C. 144(h) to determine that a USCG permit is not required for bridge construction. This determination shall be made at an early stage of project development so that any necessary coordination can be accomplished during environmental processing.

(b) A USCG permit shall not be required if the FHWA determines that the proposed construction, reconstruction, rehabilitation, or replacement of the federally aided or assisted bridge is over waters (1) which are not used or are not susceptible to use in their natural condition or by reasonable improvement as a means to transport interstate or foreign commerce and (2) which are (i) not tidal, or (ii) if tidal, used only by recreational boating, fishing, and other small vessels less than 21 feet in length.

(c) The highway agency (HA) shall assess the need for a USCG permit or navigation lights or signals for proposed bridges. The HA shall consult the appropriate District Offices of the U.S. Army Corps of Engineers if the susceptibility to improvement for navigation of the water of concern is unknown and shall consult the USCG if

the types of vessels using the waterway are unknown.

(d) For bridge crossings of waterways with navigational traffic where the HA believes that a USCG permit may not be required, the HA shall provide supporting information early in the environmental analysis stage of project development to enable the FHWA to make a determination that a USCG permit is not required and that proposed navigational clearances are reasonable.

(e) Since construction in waters exempt from a USCG permit may be subject to other USCG authorizations, such as approval of navigation lights and signals and timely notice to local mariners of waterway changes, the USCG should be notified whenever the proposed action may substantially affect local navigation.

§ 650.807 Bridges requiring a USCG permit.

(a) The USCG has the responsibility (1) to determine whether a USCG permit is required for the improvement or construction of a bridge over navigable waters except for the exemption exercised by FHWA in § 650.805 and (2) to approve the bridge location, alignment and appropriate navigational clearances in all bridge permit applications.

(b) A USCG permit shall be required when a bridge crosses waters which are: (1) tidal and used by recreational boating, fishing, and other small vessels 21 feet or greater in length or (2) used or susceptible to use in their natural condition or by reasonable improvement as a means to transport interstate or foreign commerce. If it is determined that a USCG permit is required, the project shall be processed in accordance with the following procedures.

(c) The HA shall initiate coordination with the USCG at an early stage of project development and provide opportunity for the USCG to be involved throughout the environmental review process in accordance with 23 CFR Part 771. The FHWA and Coast Guard have developed internal guidelines which set forth coordination procedures that both agencies have found useful in streamlining and expediting the permit approval process. These guidelines include (1) USCG/FHWA Procedures for Handling Projects which Require a USCG Permit¹ and (2) the USCG/

¹ This document is an internal directive in the USCG Bridge Administration Manual, Enclosure 1a, COMDT INST M18590.5, change 2 dated Dec. 1, 1983. It is available for inspection and copying from the U.S. Coast Guard or the Federal Highway Administration as prescribed in 49 CFR Part 7, Appendices B and D.

FHWA Memorandum of Understanding on Coordinating The Preparation and Processing of Environmental Projects.²

(d) The HA shall accomplish sufficient preliminary design and consultation during the environmental phase of project development to investigate bridge concepts, including the feasibility of any proposed movable bridges, the horizontal and vertical clearances that may be required, and other location considerations which may affect navigation. At least one fixed bridge alternative shall be included with any proposal for a movable bridge to provide a comparative analysis of engineering, social, economic and environmental benefit and impacts.

(e) The HA shall consider hydraulic, safety, environmental and navigational needs along with highway costs when designing a proposed navigable waterway crossing.

(f) For bridges where the risk of ship collision is significant, HA's shall consider, in addition to USCG requirements, the need for pier protection and warning systems as outlined in FHWA Technical Advisory 5140.19, Pier Protection and Warning Systems for Bridges Subject to Ship Collisions, dated February 11, 1983.

(g) Special navigational clearances shall normally not be provided for accommodation of floating construction equipment of any type that is not required for navigation channel maintenance. If the navigational clearances are influenced by the needs of such equipment, the USCG should be consulted to determine the appropriate clearances to be provided.

(h) For projects which require FHWA approval of plans, specifications and estimates, preliminary bridge plans shall be approved at the appropriate level by FHWA for structural concepts, hydraulics, and navigational clearances prior to submission of the permit application.

(i) If the HA bid plans contain alternative designs for the same configuration (fixed or movable), the permit application shall be prepared in sufficient detail so that all alternatives can be evaluated by the USCG. If appropriate, the USCG will issue a permit for all alternatives. Within 30 days after award of the construction contract, the USCG shall be notified by the HA of the alternate which was selected. The USCG procedure for evaluating permit applications which contain alternates is presented in its

² FHWA Notice 6640.22 dated July 17, 1981, is available for inspection and copying as prescribed in 49 CFR Part 7, Appendix D.

Bridge Administration Manual (COMDT INST M16590.5).³ The FHWA policy on alternates, Alternate Design for Bridges; Policy Statement, was published at 48 FR 21409 on May 12, 1983.

§ 650.809 Movable span bridges.

A fixed bridge shall be selected wherever practicable. If there are social, economic, environmental or engineering reasons which favor the selection of a movable bridge, a cost benefit analysis to support the need for the movable bridge shall be prepared as a part of the preliminary plans.

[FR Doc. 87-16997 Filed 7-27-87; 8:45 am]

BILLING CODE 4910-22-M

POSTAL RATE COMMISSION

39 CFR Part 3001

[Docket No. MC87-3; Order No. 768]

Amendment to Domestic Mail Classification Schedule; Extension of Collect on Delivery Services, 1987

Issued July 23, 1987.

AGENCY: Postal Rate Commission.

ACTION: Final rule.

SUMMARY: In accordance with the July 7, 1987, adoption of the Postal Rate Commission's recommended Docket No. MC87-3 decision by the Governors of the Postal Service, the Commission is publishing the corresponding changes for the Domestic Mail Classification Schedule (DMCS). The DMCS is found as Appendix A to Subpart C of the Commission's rules of practice and procedure (39 CFR 3001.61 through 3001.68). This change permits use of Collect on Delivery (C.O.D.) service in conjunction with items sent as Express Mail.

EFFECTIVE DATE: July 26, 1987.

ADDRESSES: Correspondence should be sent to Charles L. Clapp, Secretary of the Commission, 1333 H Street NW., Suite 300, Washington, DC 20268 (telephone: 202/789-6840).

FOR FURTHER INFORMATION CONTACT: David F. Stover, General Counsel, 1333 H Street NW., Suite 300, Washington, DC 20268 (telephone: 202/789-6820).

SUPPLEMENTARY INFORMATION: On July 7, 1987, the Governors of the Postal Service approved a decision (Docket No. MC87-3) of the Commission recommending a change in sections 500.090 and 6.020 of the Domestic Mail Classification Schedule (DMCS). The

effective date for the change is July 26, 1987. These sections set out the classes of mail for which C.O.D. service can be used.

On March 30, 1987, the Postal Service initiated a proceeding, pursuant to 39 U.S.C. 3623, requesting that the DMCS be amended to extend C.O.D. service to Express Mail. C.O.D. service has been available for mail pieces sent as First Class, single-piece third class and fourth class. The Postal Service explained that it had received requests from its customers to extend the use of C.O.D. service for mail pieces sent as Express Mail.

The Commission invited interested parties to comment and participate in the proceedings. 52 FR 10962 (April 6, 1987). The parties submitted a unanimous settlement, and agreed upon the material to be entered into the evidentiary record. On May 26, 1987, the Commission issued a decision recommending the change.

The amendment to the DMCS which is published in this order reflects the Governors' July 7, 1987, decision. Consistent with the Commission's explanation in the rulemaking (Docket No. RM85-1) which led to the publication of the DMCS in the *Federal Register*, this addition is published as a final rule, since procedural safeguards and ample opportunities to have different viewpoints considered have already been afforded to all interested persons.

List of Subjects in 39 CFR Part 3001

Administrative practice and procedure, Postal Service.

PART 3001—RULES OF PRACTICE AND PROCEDURES

Subpart C—Rules Applicable to Requests for Establishing or Changing the Mail Classification Schedule

List of Changes

1. The authority citation for 39 CFR Part 3001 continues to read as follows:

Authority: 39 U.S.C. 404(b), 3603, 3622-3624, 3661, 3662, 84 Stat. 759-762, 764, 90 Stat. 1303; (5 U.S.C. 553), 80 Stat. 383.

2. The following change in the Domestic Mail Classification Schedule published as Appendix A to Subpart C (39 CFR 3001.61 through 3001.68) of the Commission's rules of practice and procedure is adopted:

(A) Add a new subsection c to section 500.090 to read as follows:

c. C.O.D. SS-6

(B) Add a new subsection d to section 6.020 to read as follows:

d. Express Mail. 500

By the Commission.

Charles L. Clapp,
Secretary.

[FR Doc. 87-17054 Filed 7-27-87; 8:45 am]

BILLING CODE 7715-01-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 61

[AD-FRL-3238-5]

National Emission Standards for Hazardous Air Pollutants; Standard for Radionuclides

AGENCY: Environmental Protection Agency (EPA).

ACTION: Technical amendment.

SUMMARY: Final rules for National Emission Standards for Hazardous Air Pollutants; Standards for Radionuclides were published in the *Federal Register* on February 6, 1985, 50 FR 5190. These included the following source categories: Department of Energy (DOE) facilities, Nuclear Regulatory Commission (NRC) licensed facilities and non-DOE Federal facilities, and elemental phosphorus plants. The action being accomplished today announces that the information collection requirements contained in 40 CFR Part 61, Subpart K regarding elemental phosphorus plants, which were under review by the Office of Management and Budget (OMB) at the time of promulgation, have now been approved.

EFFECTIVE DATE: The information collection requirements contained in 40 CFR 61.123, 61.124, 61.125, and 61.126 and as they apply to elemental phosphorus plants, 61.07, 61.09, 61.10, 61.13 have been approved by the Office of Management and Budget (OMB) and are now effective as of July 28, 1987.

FOR FURTHER INFORMATION CONTACT: Terrence A. McLaughlin, Chief, Environmental Standards Branch, Criteria and Standards Division, Office of Radiation Programs, U.S. Environmental Protection Agency (ANR-460), Washington, DC 20460, (202) 475-9610.

SUPPLEMENTARY INFORMATION:

In the preamble to the National Emission Standards for Hazardous Air Pollutants: Standard for Radionuclides, 40 CFR 61, February 6, 1985, 50 FR 5190, EPA noted that the information collection requirements were under review at the Office of Management and Budget (OMB). In accordance with the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.), those provisions are

³ United States Coast Guard internal directives are available for inspection and copying as prescribed in 49 CFR Part 7, Appendix B.