§ 39.13 [Amended]

2. By adding the following new airworthiness directive:

Boeing: Applies to Model 767 series airplanes listed in Boeing Alert Service Bulletin 767-25A0092, dated June 18, 1987, certificated in any category. Compliance required as indicated, unless previously accomplished.

To ensure that the entry and service doors cannot become jammed due to a loose mid liner dust cover, accomplish the following:

A. Within the next 30 days after the effective date of this AD, and thereafter at intervals not to exceed 90 days, visually inspect the door mid liner for evidence of dust cover disbonding. Disbonding is identified by the dust cover moving away from edges of the reveal. If the dust cover shows evidence of disbonding, prior to further flight, modify the dust cover in accordance with Boeing Alert Service Bulletin 767-25A0092, dated June 18, 1987, or later FAA-approved revisions.

B. Modification of the dust cover in accordance with Boeing Service Bulletin 767-25A0092, dated June 18, 1987, or later FAA-approved revisions, constitutes terminating action for the repetitive inspection requirements of paragraph A., above.

C. Within the next 18 months after the effective date of this AD, modify all dust covers in accordance with Boeing Service Bulletin 767-25A0092, dated June 18, 1987, or later FAA-approved revisions.

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, Seattle 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 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 documents from the manufacturer may obtain copies upon request to the Boeing Commercial Airplane Company, P.O. Box 3707, Seattle, Washington 98124-2207. These documents may be examined at the 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.

Issued in Seattle, Washington, on July 30, 1987.

Frederick M. Isaac,

Acting Director, Northwest Mountain Region.

[FR Doc. 87-17924 Filed 8-6-87; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 87-NM-78-AD]

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: Notice of proposed rulemaking (NPRM).

SUMMARY: This notice proposes a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model DC-9-81, -82, and -83 series airplanes, which would require inspection and modification, if necessary, of certain Honeywell Digital Air Data Computers (DADC). This proposal 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.

DATES: Comments must be received no later than September 30, 1987.

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-78-AD, 17900 Pacific Highway South, C-68966, Seattle, Washington 98168. The applicable service information may be obtained from 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 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:

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-78-AD, 17900 Pacific Highway South, C-68966, Seattle, Washington 98168.

Discussion

During an automatic go-around maneuver on a McDonnell Douglas Model DC-9-80 series airplane demonstration flight for the FAA, a simulated engine loss resulted in an electrical transient, which caused the Honeywell P/N HG280D80 Digital Air Data Computer (DADC) to send an erroneous low value of computed airspeed to the Digital Flight Guidance Computer (DFGC). The DFGC used this value as a go-around speed reference and generated a large pitch-up command when it compared the actual airspeed to the erroneous reference airspeed. The automatic go-around demonstration was terminated by the pilot when the stick shaker was activated by the stall warning system.

Investigation by Honeywell indicated that a complementary metal oxide semiconductor random access memory chip installed on Microcomputer Circuit Card Assembly (CCA) A1 could output erroneous computed airspeed, Mach, and total pressure data, without a failure warning, in the event of a power interrupt to the DADC. Modification 8 to the DADC, which consists of the addition of a transistor to the circuitry on CCA A1, prevents this from occurring. This transistor had been previously incorporated by Honeywell as a product improvement on DADC manufactured since May 1983, but no marking of any kind was put on the DADC to identify it as having incorporated the transistor. DADC manufactured after February 1987, however, have the transistor incorporated and the modification is identified by a Modification 8 marking on the DADC.

The FAA has reviewed and approved McDonnell Douglas Corporation Service Bulletin 34-177, dated April 28, 1987, which describes inspection procedures to determine if Modification 8 is incorporated in the Honeywell P/N HG280D80 DADC installed on Model DC-9-80 series airplanes. Honeywell Service Bulletin HG280D80-34-09, dated March 15, 1987, referenced in the McDonnell Douglas service bulletin, provides instructions for inspection of all Honeywell P/N HG280D80 DADC and CCA A1 units, and modification instructions to bring any unit without the transistor to a Modification 8 level.

Since this condition is likely to exist or develop on other airplanes of this same type design, an AD is proposed which would require inspection and modification, if necessary, of Honeywell P/N HG280D80 DADC within 12 months after the effective date of this (AD), in accordance with the service bulletin previously mentioned.

It is estimated that 366 airplanes of U.S. registry would be affected by this AD, that it would take approximately 4.2 manhours per airplane to accomplish the required actions, and that 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 $61,488.

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 on a substantial number of small entities because of the minimal cost of compliance per airplane ($168). 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 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 documents from the manufacturer may obtain copies upon request to the McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Director, Publications, C1-L00 (54-60) (for Service Bulletin 34-177); or Honeywell, Incorporated, Commercial Aviation Division Technical Services, Mail Station MN23-6345, P.O. Box 889, Minneapolis, Minnesota 55440 (for Service Bulletin HG280D80-34-09). These documents may be examined at the FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington, or at Los Angeles Aircraft Certification Office, 4344 Donald Douglas Drive, Long Beach, California.

Issued in Seattle, Washington, on July 30, 1987.

Frederick M. Isaac,

Acting Director, Northwest Mountain Region.

[FR Doc. 87-17923 Filed 8-6-87; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

[LR-37-87]

Capitalization and Inclusion in Inventory of Certain Costs; Practical Capacity

AGENCY: Internal Revenue Service, Treasury.

ACTION: Notice of proposed rulemaking by cross-reference to temporary regulations.

SUMMARY: In the Rules and Regulations portion of this issue of the **Federal Register**, the Internal Revenue Service is issuing temporary regulations relating to accounting for production costs incurred in producing property and acquiring property for resale. Changes to the applicable tax law were made by the Tax Reform Act of 1986. The text of those temporary regulations also serves as the comment document for this proposed rulemaking.

DATE: Written comments and requests for a public hearing must be delivered by October 6, 1987. In general, the amendments are proposed to be effective for costs incurred after December 31, 1986, or, in the case of inventories, for taxable years beginning after December 31, 1986.

ADDRESS: Send comments and requests for public hearing to: Commissioner of Internal Revenue, Attention: CC:LR:T (LR-37-87) Washington, DC 20224.

FOR FURTHER INFORMATION CONTACT: Paulette C. Galanko of the Legislation and Regulations Division, Office of Chief Counsel, Internal Revenue Service, 1111 Constitution Avenue, NW., Washington, DC 20224 (Attention: CC:LR:T), (202) 566-3288, not a toll-free call.

SUPPLEMENTARY INFORMATION:

Background

The temporary regulations (designated by a "T" following the section citation) in the Rules and Regulations portion of this issue of the **Federal Register** amend Part 1 of Title 26 of the Code of Federal Regulations. These amendments are proposed to conform the regulations to the requirements of section 803 of the Tax Reform Act of 1986 (Pub. L. 99-514), 100 Stat. 2085. For the text of the temporary regulations, see FR Doc. 87-17954 (T.D. 8148) published in the Rules and Regulations portion of this issue of the **Federal Register**. The preamble to the temporary regulations provides a discussion of the rules. The final regulations, which this document proposes to base on those temporary regulations, would amend Part 1 of Title 26 of the Code of Federal Regulations.

Special Analyses

The Commissioner of Internal Revenue has determined that this proposed rule is not a major rule as defined in Executive Order 12291. Accordingly, a Regulatory Impact analysis is not required. Although this document is a notice of proposed rulemaking that solicits public comments, the Internal Revenue service has concluded that the regulations proposed herein are interpretative and that the notice and public procedure requirements of 5 U.S.C. 553 do not apply. Accordingly, a regulatory flexibility analysis is not required under the Regulatory Flexibility Act (5 U.S.C. chapter 6).

Comments and Requests for a Public Hearing

Before adopting these proposed regulations, consideration will be given to any written comments that are submitted (preferably eight copies) to the Commissioner of Internal Revenue. All comments will be available for public inspection and copying. A public hearing will be held upon written request to the Commissioner by any person who has submitted comments. If a public hearing is held, notice of the time and place will be published in the **Federal Register.**

Drafting Information

The principal author of these regulations is Paulette C. Galanko of the Legislation and Regulations Division, Office of Chief Counsel, Internal Revenue Service. However, personnel from other offices of the Internal Revenue Service and Treasury Department participated in developing the regulation on matters of both substance and style.

List of Subjects in 26 CFR Part 1

Income taxes, Accounting, Deferred compensation plans.

Lawrence B. Gibbs,

Commissioner of Internal Revenue.

[FR Doc. 87-17955 Filed 8-4-87; 3:29 pm]

BILLING CODE 4830-01-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 50 and 52

[AD-FRL-3244-4]

PM_{10} Fugitive Dust Policy

AGENCY: Environmental Protection Agency (EPA).

ACTION: Extension of comment period for proposed policy statement.

SUMMARY: On July 1, 1987, at 52 FR 24716, EPA proposed three alternatives to its existing fugitive dust policy to address the new particulate matter standard known as PM_{10}. That notice requested that comments be filed on or before July 31, 1987. At the request of the American Mining Congress (AMC), EPA is extending the comment period until August 31, 1987.

DATE: All comments must be submitted on or before August 31, 1987.

ADDRESSES: Comments on the alternative fugitive dust policies should be submitted (in triplicate if possible) to the Central Docket Section (LE-132), U.S. Environmental Protection Agency, Attention: Docket Number A-87-01, 401 M Street, SW., Washington, DC 20460. The Docket is located in Room 4, South Conference Center, and is available for public inspection between 8:00 a.m. and 3:00 p.m. on weekdays. A reasonable fee may be charged for copying.

FOR FURTHER INFORMATION CONTACT: Kenneth Woodard, Standards Implementation Branch (MD-15), U.S. Environmental Protection Agency, Research Triangle Park, North Carolina 27711. Telephone: (919) 541-5351 (FTS 629-5351).

SUPPLEMENTARY INFORMATION: Since 1977, EPA has allowed States with rural fugitive dust areas (RFDA's) to discount fugitive dust in developing and enforcing a State implementation plan (SIP) for attainment and maintenance of the national ambient air quality standards (NAAQS) for particulate matter (PM).

On July 1, 1987, at 52 FR 24634, EPA announced its final decisions concerning the indicator and levels of the NAAQS for PM and the requirements for implementing those new standards. Also, on July 1, 1987, EPA solicited comments on alternative SIP requirements for RFDA's and on the adequacy of the definitions which are used in identifying RFDA's. The EPA requested that comments be submitted within 30 days or by July 31, 1987.

By a letter of July 15, 1987, Larry A. Boggs, representing the AMC, requested the comment period be extended by 30 days to allow them to develop meaningful comments. (A copy of that letter has been placed in Docket A-87-01.) The EPA believes that such a request is reasonable and is therefore extending the comment period on the proposal for the Fugitive Dust Policy until August 31, 1987.

Authority: Sections 110 and 301 of the Clean Air Act give the Administrator authority to adopt policies necessary to implement NAAQS.

Date: August 1, 1987.

J. Craig Potter,

Assistant Administrator for Air and Radiation.

[FR Doc. 87-17989 Filed 8-6-87; 8:45 am]

BILLING CODE 6560-50-M

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40 CFR Part 52

[A-6-FRL-3243-7]

Approval and Promulgation of Implementation Plan for the State of Louisiana; Good Engineering Practice-Stack Height Regulations

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed Rulemaking.

SUMMARY: This **Federal Register** notice proposes approval of Louisiana Air Quality Regulations Sections 17.41.1-17.14.3 for Good Engineering Practice-Stack Height (GEP-SH) and Dispersion Techniques. This proposed GEP-SH SIP revision is intended to implement section 123 of the Clean Air Act, as amended, and Federal regulations at 40 CFR Part 51. If approved, it will enable the State to ensure that the degree of emission limitation required for the control of any air pollutant under its SIP is not affected by that portion of any stack height which exceeds GEP-SH or by any other dispersion technique.

Through today's notice, EPA solicits public comments on its proposed approval of the Louisiana State GEP-SH regulations. The rationale for the proposed approval is contained in this notice and further documented in a *Technical Support Document* which is available for public review.

DATE: Comments must be received on this proposed action on or before September 8, 1987.

ADDRESSES: Written comments should be submitted to the address below:

Mr. Thomas H. Diggs, Chief, SIP New Source Section (6T-AN), Air Programs Branch, Air, Pesticides and Toxics Division, Environmental Protection Agency, Region 6, 1445 Ross Avenue, Dallas, Texas 75202