

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. Kanji K. Patel (for Model 747 airplanes), Propulsion Branch, ANM-140S, Seattle Aircraft Certification Office, FAA, Northwest Mountain Region, 17900 Pacific Highway South, C-68966, Seattle, Washington 98168, telephone (206) 431-2973; or Mr. Roy A. McKinnon (for Model L-1011 airplanes), Aerospace Engineer, Propulsion Branch, ANM-140L, FAA, Northwest Mountain Region, Los Angeles Aircraft Certification Office, 4344 Donald Douglas Drive, Long Beach, California 90808, telephone (213) 548-2835.

**SUPPLEMENTARY INFORMATION:** A proposal to amend Part 39 of the Federal Aviation Regulations to include a new airworthiness directive (AD) to require modification of the fan cowl door support stowage mechanism on Lockheed Model L-1011 series airplanes and Boeing Model 747 series airplanes was published as a Notice of Proposed Rulemaking (NPRM) in the **Federal Register** on December 5, 1985 (50 FR 49858). The comment period for the proposal closed on January 27, 1985.

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

The commenter noted that three L-1011 airplanes it operates have composite cowls which are not covered by Rolls-Royce Service Bulletin (S/B) RB211-71-7254, Revision 1, dated December 7, 1984. Rolls-Royce confirmed that this service bulletin does not cover composite cowls and noted that it intends to issue expeditiously another service bulletin which will cover them. The target date for issuing that service bulletin is late March 1986. At that time, the FAA will consider the need for further rulemaking action.

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

Approximately 113 U.S. registered Model L-1011 series airplanes will be affected by this AD. There are currently no U.S.-registered Boeing Model 747 series airplanes powered by RB211-524 engines. It is estimated that it will take four manhours per airplane to accomplish the required actions, and

that the average labor cost will be \$40 per manhour and \$128 for parts for each engine modified. Based on these figures, the cost to modify the Model L-1011 airplanes is estimated to be \$840 per airplane, or \$94,920 for the airplanes on the U.S. register. The cost to modify a Model 747, should one be imported in the future, would be \$1,120 per airplane.

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 effect on a substantial number of small entities because few, if any, Lockheed Model L-1011 or Boeing Model 747 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 Section 39.13 of Part 39 of the Federal Aviation Regulation 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:

**Boeing and Lockheed-California Company:**

Applies to all Boeing Model 747 series airplanes equipped with Rolls-Royce RB211-524 engines, and all Lockheed Model L-1011 series airplanes, certificated in any category. To prevent loss of throttle control caused by an unstowed left rear fan cowl door support, accomplish the following within 12 months after the effective date of this AD, unless already accomplished:

A. Modify the fan cowl support strut stowage mechanism in accordance with Rolls-Royce Service Bulletin RB211-71-7254, Revision 1, dated December 7, 1984.

B. Alternate means of compliance which provides an acceptable level of safety may be used when approved by the Manager, Seattle Aircraft Certification Office, FAA, Northwest Mountain Region, for Boeing Model 747 airplanes; or the Manager, Los Angeles Aircraft Certification Office, FAA, Northwest Mountain Region, for Lockheed Model L-1011 airplanes.

C. 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 modification required by this AD.

All persons affected by this directive who have not already received these documents from the manufacturer may obtain copies upon request to Boeing Commercial Airplane Company, P.O. Box 3707, Seattle, Washington 98124; the Lockheed-California Company, P.O. Box 551, Burbank, California 91520; or from Service Modification Engineer, RB211 Propulsion Systems, Rolls-Royce Limited, P.O. Box 31, Derby, England. These documents also 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 May 10, 1986.

Issued in Seattle, Washington, on March 26, 1986.

**Wayne J. Barlow,**

*Acting Director, Northwest Mountain Region*  
[FR Doc. 86-7208 Filed 4-1-86; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF THE TREASURY**

**Internal Revenue Service**

**26 CFR Part 1**

[T.D. 8073]

**Income, Excise, and Estate and Gift Taxes; Effective Dates and Other Issues Arising Under the Employee Benefit Provisions of the Tax Reform Act of 1984**

**AGENCY:** Internal Revenue Service, Treasury.

**ACTION:** Correction.

**SUMMARY:** This document contains corrections to Treasury Decision 8073, which was published in the **Federal Register** on February 4, 1986 (51 FR 4312). T.D. 8073 issued temporary regulations relating to effective dates and other issues arising under the Employee Benefit Provisions of the Tax Reform Act of 1984.

**EFFECTIVE DATE:** These corrections are effective February 4, 1986.

**FOR FURTHER INFORMATION CONTACT:** Dale D. Goode of the Legislation and Regulations Division, Office of Chief Counsel, Internal Revenue Service, 1111 Constitution Ave., NW., Washington, DC 20224, telephone: 202-566-3935 (not a toll-free number).

**Background**

On February 4, 1986, the **Federal Register** published (51 FR 4312) Treasury Decision 8073 relating to effective dates arising under sections 91, 223, and 511-561 of the Tax Reform Act of 1984. The regulations were necessary because of changes to the applicable tax law made by the Tax Reform Act of 1984.

**Need for Correction**

As published, T.D. 8073 contains typographical errors and misinformation concerning the appropriate attorneys (and phone numbers) to be contacted, in the following locations: page 4313, second column, in the table, the fifth and seventh names; page 4313, second column, in the table, twentieth name and telephone number; page 4321, second column, lines 35 and 51; page 4323, third column, lines 55 and 56; page 4325, first column, line 66; page 4329, first column, line 11; page 4329, first column lines 36 and 37; page 4329, second column, line 43; page 4330, first column, line 50; page 4330, first column, line 64; page 4332, third column, line 67; page 4333, first column, line 2.

**Correction of Publication**

Accordingly, the publication of Treasury Decision 8073, which was the subject of FR Doc. 86-2172 (51 FR 4312), is corrected as follows:

**Paragraph 1.** In the table, on page 4313, second column, the fifth and seventh name "Charles M. Watkins" is removed and "Richard J. Wickersham" is added in its place.

**Paragraph 2.** In the table, on page 4313, second column, the twentieth name and telephone number "John T. Ricotta, (202) 566-3544" is removed and "Sylvia F. Hunt, (202) 566-6212" is added in its place.

**§ 1.404(b)-1T [Amended]**

**Paragraph 3.** In § 1.404(b)-1T, paragraph A-1, on page 4321, second column, line 35, the word "within" is removed and the word "with" is added in its place; also at line 51, the language "section 419, § 1.419-1T and § 1.419A-2T" is removed and the language "section 419, § 1.419-1T and § 1.419A-2T" is added in its place.

**§ 1.419-1T [Amended]**

**Paragraph 4.** In § 1.419-1T, on page 4323, third column, paragraph A-3: (c), lines 35 and 36, the language "attributable to such employer for such year or years. However, an arrangement" is removed and the language "attributable to such

employer. However, an arrangement" is added in its place.

**Par. 5.** In § 1.419-1T on page 4325, first column, paragraph A-6: (b), line 3, the language "with useful life extending substantially" is removed and the language "with a useful life extending substantially" is added in its place.

**Par. 6.** In § 1.419-1T, on page 4329, first column, paragraph A-11: (c), line 11, the language "5(T) (or would be so treated under this" is removed and the language "5T (or would be so treated under this" is added in its place.

**§ 1.419A-1T [Amended]**

**Par. 7.** In § 1.419A-1T, on page 4329, first column, paragraph A-1, lines 9 and 10, the language "under paragraph (b) of Q & A-2 of this regulation, taxable years of the" is removed and the language "under paragraph (b) of Q & A-2 of § 1.419-1T, taxable years of the" is added in its place.

**§ 1.461(h)-4T [Amended]**

**Par. 8.** In § 1.461(h)-4T, on page 4329, second column, paragraph A-1, line 20, the language "section 461(b)(4) and the economic" is removed and the language "section 461(h)(4) and the economic" is added in its place.

**§ 1.463-1T [Amended]**

**Par. 9.** In § 1.463-1T, on page 4330, first column, paragraph (e)(3), last line, the language "§ 10.2(c)(ii)(B) of this chapter." is removed and the language "section 463(b)(2)." is added in its place.

**Par. 10.** In § 1.463-1T, on page 4330, first column, paragraph (f), line 5, the language "deductions under section 162(a) for a" is removed and the language "a deduction under section 162(a) for a" is added in its place.

**§ 1.512(a)-5T [Amended]**

**Par. 11.** In § 1.512(a)-5T, on page 4332, third column, paragraph A-3: (b), second line from the bottom of page, the language "will equal the lesser of two amounts: (3)" is removed and the language "will equal the lesser of two amounts:" is added in its place.

**Par. 12.** In § 1.512(a)-5T, on page 4333, first column, paragraph A-3: (b), line 2, the language "contributions), or (4) the excess of the" is removed and the language "contributions); or, the excess of the" is added in its place.

James J. McGovern,

Director, Employee Plans and Exempt Organizations Division.

[FR Doc. 86-7273 Filed 4-1-86; 8:45 am]

BILLING CODE 4830-01-M

**DEPARTMENT OF DEFENSE****Department of the Navy****32 CFR Part 706****Certifications and Exemptions Under the International Regulations for Preventing Collisions at Sea, 1972; USS Halsey**

**AGENCY:** Department of the Navy, DOD.  
**ACTION:** Final rule.

**SUMMARY:** The Department of the Navy is amending its certifications and exemptions under the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS), to reflect that the Secretary of the Navy has determined that USS HALSEY (CG 23) is a vessel of the Navy which, due to its special construction and purpose, cannot comply fully with 72 COLREGS without interfering with its special function as a naval cruiser. The intended effect of this rule is to warn mariners in waters where 72 COLREGS apply.

**EFFECTIVE DATE:** March 18, 1986.

**FOR FURTHER INFORMATION CONTACT:**

Captain Richard J. McCarthy, JAGC, U.S. Navy Admiralty Counsel, Office of the Judge Advocate General, Navy Department, 200 Stovall Street, Alexandria, VA 22332-2400 Telephone number: (202) 325-9744.

**SUPPLEMENTARY INFORMATION:** Pursuant to the authority granted in 33 U.S.C. 1605, the Department of the Navy amends 32 CFR Part 706. This amendment provides notice that the Secretary of the Navy has certified that USS HALSEY (CG 23) is a vessel of the Navy which, due to its special construction and purpose, cannot comply fully with 72 COLREGS: Annex I, section 3(a), pertaining to the location of the forward masthead light in the forward quarter of the ship, and Annex I, section 3(a), pertaining to the horizontal distance between the forward and aft masthead lights. Full compliance with the above-mentioned 72 COLREGS provisions would interfere with the special functions and purposes of the vessel. The Secretary of the Navy has also certified that the above-mentioned lights are located in closest possible compliance with the applicable 72 COLREGS requirements.

Moreover, it has been determined, in accordance with 32 CFR Parts 296 and 701, that publication of this amendment for public comment prior to adoption is