

the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent the accumulation of slush in the main landing gear (MLG) bay areas that could freeze and interfere with the landing gear and result in it becoming inoperative, accomplish the following:

(a) Within 90 days after the effective date of this AD, modify the MLG bay areas by installing additional slush protection covers in those areas in accordance with Dornier Service Bulletin SB-328-30-132, dated October 11, 1995.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on March 5, 1997.

Darrell M. Pederson,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 97-6084 Filed 3-11-97; 8:45 am]

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directive (AD) that is applicable to certain Saab Model SAAB 340B and Model SAAB 2000 series airplanes. This proposal would require a one-time inspection to determine if certain switches are installed on the fire handle panel of the fire handle assembly; and replacement of the fire handle panel with a new fire handle panel, if necessary. This proposal is prompted by a report indicating that, during manufacture, a batch of defective switches were installed on certain fire handle panels on these airplanes. The actions specified by the proposed AD are intended to ensure the proper switches are installed in the fire handle assembly. A defective switch in the fire handle assembly could prematurely fail and, consequently, prevent the proper operation of the engine fire protection system in the event of a fire.

**DATES:** Comments must be received by April 21, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-177-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from SAAB Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Ruth Harder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-1721; fax (206) 227-1149.

#### **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 shall identify the Rules Docket 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 before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the 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.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 96-NM-177-AD." The postcard will be date stamped and returned to the commenter.

##### **Availability of NPRMs**

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-177-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

##### **Discussion**

The Luftfartsverket (LFV), which is the airworthiness authority for Sweden, recently notified the FAA that an unsafe condition may exist on certain Saab Model SAAB 340B and Model SAAB 2000 series airplanes. The LFV advises it has received a report indicating that, during manufacture, a batch of defective switches was installed in the fire handle assemblies on Model SAAB 340 series airplanes and Model SAAB 2000 series airplanes. A defective switch in the fire handle assembly could prematurely fail and, consequently, prevent the proper operation of the engine fire protection system in the event of a fire.

##### **Explanation of Relevant Service Information**

Saab has issued Service Bulletin 340-26-016, dated November 9, 1995 (for Model SAAB 340 series airplanes), and Service Bulletin SAAB 2000-26-006, dated November 9, 1995 (for Model SAAB 2000 series airplanes). These service bulletins describe procedures for performing a one-time inspection to determine the color of the switches installed on the fire handle panel of the fire handle assembly. For cases where a blue switch is installed, the service bulletin also describes procedures for performing a one-time inspection to determine the serial number of the fire handle assembly; and replacement of the fire handle panel with a new fire handle panel, if necessary. The LFV classified these service bulletins as

#### **14 CFR Part 39**

[Docket No. 96-NM-177-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Saab Model SAAB 340B and Model SAAB 2000 Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness

mandatory and issued Swedish airworthiness directive (SAD) No. 1-080, dated November 10, 1995, in order to assure the continued airworthiness of these airplanes in Sweden.

#### FAA's Conclusions

This airplane model is manufactured in Sweden and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the LfV has kept the FAA informed of the situation described above. The FAA has examined the findings of the LfV, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

#### Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would require a one-time inspection to determine the color of the switches installed on the fire handle panel of the fire handle assembly. If a blue switch is installed, the proposed AD would require a one-time inspection to verify the serial number of the fire handle assembly, and replacement of the fire handle panel with a new fire handle panel, if necessary. The actions would be required to be accomplished in accordance with the applicable service bulletin described previously.

#### Cost Impact

The FAA estimates that 21 Saab Model SAAB 340B series airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 1 work hour per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$1,260, or \$60 per airplane.

The FAA also estimates that 3 Saab Model SAAB 2000 series airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 3 work hour per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$540, or \$180 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

#### Regulatory Impact

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the 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 prepared for this action is contained in the Rules 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, Aircraft, Aviation safety, Safety.

#### The Proposed Amendment

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

#### **PART 39—AIRWORTHINESS DIRECTIVES**

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

Authority: 49 U.S.C. 106(g), 40113, 44701.

##### **§ 39.13 [Amended]**

2. Section 39.13 is amended by adding the following new airworthiness directive:

SAAB Aircraft AB: Docket 96-NM-177-AD.

*Applicability:* Model SAAB 340B series airplanes, having serial numbers 354 through 374 inclusive; and Model SAAB 2000 series airplanes, having serial numbers 004 through 025 inclusive; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

*Compliance:* Required as indicated, unless accomplished previously.

To ensure the proper switches are installed on the fire handle panel of the fire handle assembly, accomplish the following:

(a) Within 60 days after the effective date of this AD, perform a one-time inspection to determine the color of the switches installed on the fire handle panel of the fire handle assembly, in accordance with SAAB Service Bulletin 340-26-016, dated November 9, 1995 (for Model SAAB 340 series airplanes), or SAAB Service Bulletin 2000-26-006, dated November 9, 1995 (for Model SAAB 2000 series airplanes); as applicable.

(1) If all of the switches are green on the fire handle assembly, no further action is required by this AD.

(2) If any blue switch is installed, prior to further flight, perform a one-time inspection to determine the serial number of the fire handle assembly, in accordance with the applicable service bulletin.

(i) If no fire handle assembly has a serial number listed in the service bulletin, no further action is required by this AD.

(ii) If any fire handle assembly has a serial number listed in the service bulletin, prior to further flight, replace the fire handle panel with a new fire handle panel, in accordance with the applicable service bulletin.

(b) As of the effective date of this AD, no person shall install a fire handle assembly, having any serial number identified in paragraph B.(3)(g) of the Accomplishment Instructions of SAAB Service Bulletin 340-26-016, dated November 9, 1995; on any airplane.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to

a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on March 5, 1997.

Darrell M. Pederson,  
*Acting Manager, Transport Airplane  
Directorate, Aircraft Certification Service.*  
[FR Doc. 97-6083 Filed 3-11-97; 8:45 am]

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## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### 26 CFR Part 1

[REG-209824-96]

RIN 1545-AU24

#### Definition of Limited Partner for Self-Employment Tax Purposes; Hearing

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

**ACTION:** Proposed rule; change of location of public hearing.

**SUMMARY:** This document changes the location of the public hearing on proposed regulations relating to the self-employment income tax imposed under section 1402 of the Internal Revenue Code of 1986.

**DATES:** The public hearing is being held on Wednesday, May 21, 1997, beginning at 10:00 a.m. Requests to speak and outlines of oral comments must be received by April 30, 1997.

**ADDRESSES:** The public hearing originally scheduled in the IRS Auditorium, Internal Revenue Building, 1111 Constitution Avenue NW, Washington, DC is changed to room 5716, Internal Revenue Building, 1111 Constitution Avenue NW, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Christina Vasquez of the Regulations Unit, Assistant Chief Counsel (Corporate), (202) 622-7180 (not a toll-free number).

**SUPPLEMENTARY INFORMATION:** A notice of proposed rulemaking and notice of public hearing appearing in the Federal Register on Monday, January 13, 1997 (62 FR 1702) announced that a public hearing on proposed regulations relating to the self-employment income tax imposed under section 1402 of the Internal Revenue Code of 1986 would be held on Wednesday, May 21, 1997, beginning at 10:00 a.m. in the IRS Auditorium, Internal Revenue Building, 1111 Constitution Avenue NW, Washington, DC and that requests to speak and outlines of oral comments should be received by Wednesday, April 30, 1997.

The location of the public hearing has changed. The hearing is scheduled for Wednesday, May 21, 1997, beginning at 10:00 a.m. in room 5716, Internal Revenue Building, 1111 Constitution Avenue NW, Washington, DC. We must receive the requests to speak and outlines of oral comments by Wednesday, April 30, 1997. Because of controlled access restrictions, attendees are not admitted beyond the lobby of the Internal Revenue Building until 9:45 a.m.

The Service will prepare an agenda showing the scheduling of the speakers after the outlines are received from the persons testifying and make copies available free of charge at the hearing. Cynthia E. Grigsby,

*Chief, Regulations Unit, Assistant Chief Counsel (Corporate).*

[FR Doc. 97-6069 Filed 3-11-97; 8:45 am]

BILLING CODE 4830-01-U

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[IL138-1b; FRL-5660-1]

#### Approval and Promulgation of Implementation Plans; Illinois

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule.

**SUMMARY:** The EPA proposes to approve Illinois' May 5, 1995, May 26, 1995, and May 31, 1995, submittal of miscellaneous amendments to Illinois' Volatile Organic Material (VOM) Reasonably Available Control Technology (RACT) rules as requested revisions to Illinois' State Implementation Plan (SIP) for ozone. VOM, as defined by the State of Illinois, is identical to "volatile organic compounds" (VOC), as defined by EPA. These amendments make certain clarifications to the State's VOM RACT rules, and includes an exemption of certain polyethylene foam packaging operations from these rules. In the final rules section of this Federal Register, the EPA is approving this action as a direct final rule without prior proposal because EPA views this as a noncontroversial action and anticipates no adverse comments. A detailed rationale for the approval is set forth in the direct final rule. If no adverse comments are received in response to that direct final rule, no further activity is contemplated in relation to this proposed rule. If EPA receives adverse comments, the direct final rule will be

withdrawn and all public comments received will be addressed in a subsequent final rule based on the proposed rule. Any parties interested in commenting on this document should do so at this time.

**DATES:** Comments on this proposed rule must be received on or before April 11, 1997.

**ADDRESSES:** Written comments should be mailed to: J. Elmer Bortzer, Chief, Regulation Development Section, Air Programs Branch (AR18-J), Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604.

Copies of the State submittal are available for inspection at: Regulation Development Section, Air Programs Branch (AR18-J), Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604.

**FOR FURTHER INFORMATION CONTACT:** Mark J. Palermo, Regulation Development Section, Air Programs Branch (AR-18J), Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604, (312) 886-6082.

**SUPPLEMENTARY INFORMATION:** For additional information see the direct final rule published in the rules section of this Federal Register.

Dated: November 27, 1996.

Valdas V. Adamkus,

*Regional Administrator.*

[FR Doc. 97-6075 Filed 3-11-97; 8:45 am]

BILLING CODE 6560-50-P

### 40 CFR Part 52

[DE027-1004b, DE020-1004b; FRL-5679-5]

#### Approval and Promulgation of Air Quality Implementation Plans; State of Delaware: Open Burning and Non-CTG RACT Regulations

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule.

**SUMMARY:** EPA proposes to approve State Implementation Plan (SIP) revisions submitted by the State of Delaware. These revisions consist of two control measures to reduce volatile organic compound (VOC) emissions. In the final rules section of this Federal Register, EPA is approving the State's SIP revisions as a direct final rule without prior proposal because the Agency views them as noncontroversial