designs, such as engine-driven magnetos. Therefore, a special condition is proposed.

The Porsche engine installation manual requires lightning protection for the ignition system if induced power spikes, caused by a lightning strike, exceed 600 volts and/or a duration time of 10 microseconds. The special condition will assure that the ignition system will be protected from induced power spikes in excess for the level for which the system was certificated.

The lightning current waveforms defined in the Society of Automotive Engineers (SAE) AE4L Committee Report AE4L-87-3 dated February 4, 1987, along with the voltage waveforms in Advisory Circular 20-53A, will provide a consistent and reasonable standard which is acceptable for use in evaluating the effects of lightning on the airplane. These waveforms depict threats that are external to the airplane. How these threats affect the airplane and its systems depends upon their installation configuration, materials, shielding, airplane geometry, etc. Therefore, under these special conditions, tests (including tests on the completed airplane or an adequate simulation) and/or a verified analysis must be conducted in order to determine the resultant internal threat to installed systems. The individual systems must then be evaluated with this internal threat in order to determine their susceptibility to malfunction.

Airplane designs which utilize metal skins and mechanical command and control means have traditionally been shown to be immune from the effects of RF energy from ground-based transmitters. With the trend toward increased power levels from these sources, plus the advent of space and satellite communications, coupled with electronic propulsion system components, the immunity of the airplane to RF energy must be established. Therefore, a special condition is proposed.

No universally accepted guidance to define the maximum energy level in which civilian airplane system installations must be capable of operating safely has been established. At this time, the FAA and other airworthiness authorities are working to establish an agreed level of RF energy representative of that to which the airplane will be exposed in service. These special conditions require that the airplane be evaluated under an interim standard for the protection of the electronic engine control system and its associated wiring harness, exclusive of airframe shielding.

The applicant has requested approval of a unique, single-level power control to provide simultaneous control of the engine throttle and propeller governor and, to a limited extent, the mixture. The single-lever control incorporates standard industry components to drive both the throttle plate and propeller governor through one lever. Two control cables are connected to the lever and routed to the throttle and governor. In addition, for takeoff power, the lever closes a switch which activates the fuel injection system to provide the best power mixture for the engine. For all other operations, the fuel injection system provides the best economy mixture automatically.

The FAA has determined that this unique design feature requires an evaluation of the effect on engine performance and control in the event of a control lever system failure. A failure analysis of the interconnecting components would enhance confidence in the engine control system. Therefore, a special condition is proposd to require the single lever system to have the same level of integrity and reliability as currently provided by the regulations for individual controls.

Conclusion

In view of the design features discussed above, the following special conditions are proposed for the propulsion control system of the Model M20 Series Airplanes, with Porsche PFM3200 engine installed, under the provisions of § 21.16 to provide a level of safety equivalent to that intended by the regulations incorporated by reference. This action is not a rule of general applicability and affects only the model/series of airplane identified in these special conditions.

List of Subjects in 14 CFR Parts 21 and 23

Aviation safety, Aircraft, Air transportation, and Safety.

The authority citation for these proposed special conditions is as follows:

Authority: Secs. 313(a), 601, and 603 of the Federal Aviation Act of 1958; as amended (49 U.S.C. 1354(a), 1421, and 1423); 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); 14 CFR 21.16 and 21.17; and 14 CFR 11.28 and 11.49.

The Proposed Special Conditions

Accordingly, the Federal Aviation Administration proposes the following special conditions as part of the type certification basis for the Mooney Model M20 Series Airplanes with Porsche PFM3200 engines installed:

1. *Lightning Protection.* In addition to compliance with other applicable requirements relative to lightning protection, each electronic propulsion control system component, whose failure to function properly would prevent the continued safe flight and landing of the airplane, must be designed and installed to ensure that its operation and operational capabilities are not affected when the airplane is exposed to lightning.

2. *Protection from Unwanted Effects of Radio Frequency (RF) Energy.* In the absence of specific requirements for protection from the unwanted effects of RF energy, each electronic propulsion control system component, whose failure to function properly would prevent the continued safe flight and landing of the airplane, must be designed and installed to ensure that its operation and operational capabilities are not affected when the airplane is exposed to externally radiation electromagnetic energy.

3. *Propulsion Control System.* In addition to the requirements applicable to throttle, mixture and propeller controls, components of the propulsion control system, both airframe and engine manufacturer furnished, that affect thrust and that are required for continued safe operation, must be shown to have the level of integrity and reliability of the typical Mooney Model M20 propulsion control system with independent throttle, mixture, and propeller controls.

Issued in Kansas City, Missouri, on August 18, 1987.

Paul K. Bohr,

Director, Central Region.

[FR Doc. 87-20087 Filed 9-1-87; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF THE INTERIOR

Minerals Management Service

30 CFR Parts 202, 203, 206, 207, 210, and 241

43 CFR Part 3160

Royalty Management; Revision of Product Valuation Regulations and Related Topics

AGENCY: Minerals Management Service (MMS), Interior.

ACTION: Further notice of proposed rulemaking, extension of public comment period.

SUMMARY: The Minerals Management Service (MMS) hereby gives notice that

it is extending the public comment period on its Further Notice of Proposed Rulemaking for both gas and oil product valuation regulations which were published in the Federal Register on August 17, 1987 (52 FR 30776 and 52 FR 30826). In response to requests for additional time, the MMS will extend the comment period from September 2, 1987, to September 11, 1987.

DATES: Comments must be received by 4:00 p.m. m.s.t. September 11, 1987.

ADDRESS: Written comments should be sent to: Minerals Management Service, Building 85, Denver Federal Center, P.O. Box 25165, Mail Stop 662, Denver, Colorado 80225. Attention: Dennis C. Whitcomb.

FOR FURTHER INFORMATION CONTACT: Dennis Whitcomb, Chief, Rules and Procedures, telephone (303) 231-3432, (FTS) 326-3432.

August 28, 1987

David W. Crow,

Acting Director, Minerals Management Service.

(FR Doc. 87-20224 Filed 9-1-87; 8:45 am)

BILLING CODE 4310-MR-M

VETERANS ADMINISTRATION

38 CFR Part 13

Fiduciary Activities; Investment by Legal Custodians; Estates $1,500; Determination of Value of Estate

AGENCY: Veterans Administration.

ACTION: Proposed regulatory amendments.

SUMMARY: The Veterans Administration (VA) is proposing to amend 38 CFR Part 13 (Fiduciary Activities) to implement a suggestion contained in an unpublished opinion by the Veterans Administration General Counsel to provide clear authority for a Federally appointed fiduciary to purchase a pre-need burial arrangement on behalf of an incompetent beneficiary. The effect of this proposed amendment is to allow a Federally appointed beneficiary the latitude to provide the beneficiary with a decent burial.

In addition, the VA is amending Part 13 to provide two additional types of assets to be excluded from the value of estate computation; this amendment implements an unpublished VA General Counsel opinion and a provision of the Veterans Benefits Improvements Act of 1984. The effect of the proposed amendment is to protect the veteran's property from loss while hospitalized and to allow the accumulation of assets needed to provide a decent burial.

Certain technical amendments are also being incorporated into Part 13 at this time.

DATES: Comments must be received on or before October 5, 1987. Comments will be available for public inspection until October 16, 1987. It is proposed to make these regulatory amendments effective 30 days after publication of the final notice.

ADDRESSES: Interested persons are invited to submit written comments, suggestions or objections regarding this proposal to Administrator of Veterans Affairs (271A), Veterans Administration, 810 Vermont Avenue, NW., Washington, DC 20420. All written comments received will be available for public inspection only in room 132, Veterans Services Unit, at the above address only between the hours of 8 a.m. and 4:30 p.m., Monday through Friday (except holidays) until October 16, 1987.

FOR FURTHER INFORMATION CONTACT: William Saliski, Investigation and Compliance Staff, Veterans Assistance Service, Department of Veterans Benefits, (202) 233-3644.

SUPPLEMENTARY INFORMATION: The VA is aware that many people desire to provide themselves with an adequate burial or other form of disposition of the remains after death. Pre-need burial plans or trusts now seem to answer this need. During the past few years, the VA has received inquiries from fiduciaries of incompetent VA beneficiaries as to the propriety of investment in or purchase of such pre-need burial arrangements on behalf of their wards. A court-appointed fiduciary's responsibilities with regard to such expenditure from the ward's estate is generally governed by State law; however, no clear authority existed for Federally appointed fiduciaries to make deposits in or purchase such burial arrangements with VA funds. The VA General Counsel was asked for an opinion in this regard. The General Counsel, in an unpublished opinion, stated that the Administrator had the authority to amend the regulations to provide authority to purchase pre-need burial plans and further suggested that the value of such plans by exempted from consideration of total estate for purposes of the $1,500 estate limitation under 38 U.S.C. 3203(b)(1)(A). The VA is sensitive to the needs of incompetent VA beneficiaries and therefore proposes to amend § 13.103 to provide clear authority to Federally appointed fiduciaries to invest in or purchase pre-need burial plans on behalf of their wards and to amend § 13.109 to provide an exemption as cited above.

The VA also proposes to amend § 13.103 to make clear that an institutional award payee has no investment authority with regard to VA benefits placed by the VA into an account at the institution on behalf of an incompetent veteran. Many VA General Counsel opinions given over the years have held that such funds do not lose their identity as VA funds. These monies are not part of the veteran's estate and are subject to the limited distribution and recoupment provisions of 38 U.S.C. 3202(d). This point is often overlooked, causing the VA to lose time and manpower in attempting to rectify mistakes. The VA, therefore, proposes to inform the public with regard to the status of these funds for investment purposes.

Section 13.108 contains language that has not kept up with amendments to 38 U.S.C. 3203(b)(1). The VA, therefore, proposes to amend § 13.108 to more accurately reflect current law, and further, to clearly state the Veterans Services Officer's authority to recommend a waiver of the provisions of 38 U.S.C. 3203(b)(1)(A) when appropriate and in accordance with the intent of 38 U.S.C. 3202(b)(1)(C). The Veterans Services Officer is responsible for supervising the management of an incompetent veteran's estate. The responsibility places the Veterans Services Officer in a position to assist in the making of any determination with regard to an incompetent veteran's eligibility for a waiver under the criteria set within 38 CFR 3.557(e).

The VA also proposes to amend § 13.109 to provide an additional exemption to estate computation. This exemption is specifically provided under 38 U.S.C. 3203(b)(1)(A) and applies to the value of the veteran's home unless there is no reasonable likelihood that the veteran will again reside in such home. The change, then, merely implements the law.

The Administrator hereby certifies that these proposed regulatory amendments, if promulgated, will not have a significant economic impact on a substantial number of small entities as they are defined in the Regulatory Flexibility Act (RFA), 5 U.S.C. 601-612. Therefore, pursuant to 5 U.S.C. 605(b), these proposed regulatory amendments are exempt from the initial and final regulatory flexibility analyses requirements of §§ 603 and 604. The reason for this certification is that these proposed regulatory amendments impose no regulatory burdens on small entities, and only claimants for VA benefits and their dependents will be directly affected.