

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 prevent stress corrosion cracking in the fasteners in the inboard flap inboard track, which could result in binding of the flap and inability of the flap to extend or retract, accomplish the following:

(a) For Model DC-10 series airplanes and KC-10A (military) airplanes: Within 18 months after the effective date of this AD, perform a visual inspection to detect corrosion or failure of the steel Hi-Lok fasteners at the inboard flap inboard track in accordance with McDonnell Douglas Service Bulletin DC-10-57-134, dated August 15, 1995.

(1) If no corrosion or failure is detected, accomplish either paragraph (a)(1)(i) or (a)(1)(ii) of this AD.

(i) Repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 18 months until paragraph (a)(1)(ii) of this AD is accomplished.

(ii) Replace all steel Hi-Lok fasteners with inconel Hi-Lok fasteners in accordance with McDonnell Douglas Service Bulletin DC-10-57-134, dated August 15, 1995. Accomplishment of this replacement constitutes terminating action for the repetitive inspection requirements of paragraph (a)(1)(i) of this AD.

(2) If any corrosion or failure is detected, prior to further flight, accomplish either paragraph (a)(2)(i) or (a)(2)(ii) of this AD, in accordance with McDonnell Douglas Service Bulletin DC-10-57-134, dated August 15, 1995.

(i) Replace all corroded/failed steel Hi-Lok fasteners with inconel Hi-Lok fasteners in accordance with the service bulletin. Repeat the visual inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 18 months until paragraph (a)(2)(ii) of this AD is accomplished.

(ii) Replace all steel Hi-Lok fasteners with inconel Hi-Lok fasteners, in accordance with McDonnell Douglas Service Bulletin DC-10-57-134, dated August 15, 1995. Accomplishment of this replacement constitutes terminating action for the repetitive inspection requirements of paragraph (a)(2)(i) of this AD.

(b) For Model MD-11 series airplanes: Within 18 months after the effective date of this AD, perform a visual inspection to detect corrosion or failures of the steel Hi-Lok

fasteners at the inboard flap inboard track in accordance with McDonnell Douglas Service Bulletin MD11-57-031, dated August 15, 1995.

(1) If no corrosion or failures are detected, accomplish either paragraph (b)(1)(i) or (b)(2)(ii) of this AD.

(i) Repeat the inspection required by paragraph (b) of this AD thereafter at intervals not to exceed 18 months until paragraph (b)(1)(ii) of this AD is accomplished.

(ii) Replace all steel Hi-Lok fasteners with inconel Hi-Lok fasteners in accordance with McDonnell Douglas Service Bulletin MD11-57-031, dated August 15, 1995.

Accomplishment of this replacement constitutes terminating action for the repetitive inspection requirements of paragraph (b)(1)(i) of this AD.

(2) If any corrosion or failure is detected during the inspection required by paragraph (b) of this AD, prior to further flight, accomplish either paragraph (b)(2)(i) or (b)(2)(ii) of this AD, in accordance with McDonnell Douglas Service Bulletin MD11-57-031, dated August 15, 1995.

(i) Replace all corroded/failed steel Hi-Lok fasteners with inconel Hi-Lok fasteners in accordance with the service bulletin. Repeat the visual inspection required by paragraph (b) of this AD thereafter at intervals not to exceed 18 months until paragraph (b)(2)(ii) of this AD is accomplished.

(ii) Replace all steel Hi-Lok fasteners with inconel Hi-Lok fasteners in accordance with McDonnell Douglas Service Bulletin MD11-57-031, dated August 15, 1995. Accomplishment of this replacement constitutes terminating action for the repetitive inspection requirements of paragraph (b)(2)(i) of this AD.

(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, Los Angeles Aircraft Certification Office (ACO), 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, Los Angeles ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(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 April 15, 1996.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 35

[Docket Nos. RM95-8-000 and RM94-7-001]

Promoting Wholesale Competition Through Open Access Non-Discriminatory Transmission Services by Public Utilities; Recovery of Stranded Costs by Public Utilities and Transmitting Utilities; Availability of Final Environmental Impact Statement

April 12, 1996.

AGENCY: Federal Energy Regulatory Commission.

ACTION: Proposed rule; availability of final environmental impact statement.

SUMMARY: The staff of the Federal Energy Regulatory Commission has prepared a final environmental impact statement (FEIS) for the proposed rulemaking published April 7, 1995, providing for open access non-discriminatory transmission services by public utilities to satisfy the requirements of the National Environmental Policy Act. The FEIS also addresses the comments received on the Draft Environmental Impact Statement.

DATES: The FEIS was made available on April 12, 1996.

ADDRESSES: Public Reference Room, 888 First Street NE., Washington, D.C. 20426.

FOR FURTHER INFORMATION CONTACT: Public Reference Room staff at (202) 208-1371.

SUPPLEMENTARY INFORMATION: The staff of the Federal Energy Regulatory Commission (FERC or Commission) has prepared a final environmental impact statement (FEIS) for the proposed rulemaking referenced above to satisfy the requirements of the National Environmental Policy Act. The FEIS also addresses the comments received on the Draft Environmental Impact Statement (DEIS) issued by the

Commission on November 17, 1995 (60 FR 58304, November 27, 1995).

On July 18, 1995, the Commission issued a Notice of Intent to Prepare an Environmental Impact Statement for the Notice of Proposed Rulemaking and Request for Comments on Environmental Issues (NOI).¹ The NOI described proposed cases for examination and established a procedure for public comments. Thirty-six comments were received in response to the NOI. A public meeting was held on September 8, 1995, in Washington, D.C. The most frequently raised issue involves air quality impacts, particularly the possible transport of nitrogen oxides (NO_x) emissions by Midwestern generating plants to airsheds in the Northeast and the resulting impacts on ozone non-attainment areas in the Northeast.

Based on the responses to the NOI, comments on the DEIS, and a careful analysis of the major issues, the staff developed a study that addresses the key potential environmental impacts of the rulemaking. The staff used a modeling approach that includes a detailed representation of the transmission grid. The model results and other analyses allow the staff to examine a series of other issues, including visibility; impacts on land, water and waste; and some potential mitigation options. The modeling took into account comments from the U.S. Department of Energy and the U.S. Environmental Protection Agency.

The FEIS finds, among other things, that the relative price of coal and natural gas has a larger effect on NO_x emissions than any impacts of the rule. The proposed rules are projected to have only slight impacts on NO_x emissions, and the impacts are as likely to be beneficial as harmful.

The FEIS has been placed in the public files of the FERC and is available for public inspection at: Federal Energy Regulatory Commission, Public Reference and Files Maintenance Branch, 888 First Street NE., Washington, DC 20426, (202) 208-1371.

Copies of the FEIS have been mailed to Federal and State agencies and individuals who requested copies of the FEIS in response to the NOI and the DEIS.

The FEIS is available to the public on the Commission Posting System (CIPS). CIPS is an electronic bulletin board service which provides access to the text of formal documents issued by the Commission. CIPS is available at no

charge to the user and may be accessed using a personal computer with a modem by dialing (202) 208-1397. To access CIPS, set your communications software to 19200, 14400, 12000, 9600, 7200, 4800, 2400, or 1200 bps, full duplex, no parity, 8 data bits and 1 stop bit. For further assistance, call the CIPS Hotline at (202) 208-2474.

Lois D. Cashell,

Secretary.

[FR Doc. 96-9572 Filed 4-18-96; 8:45 am]

BILLING CODE 6717-01-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 230

[FHWA Docket No. 81-9]

RIN 2125-AD56

Equal Employment Opportunity on Federal and Federal-Aid Construction Contracts (Including Supportive Services)

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Withdrawal of advance notice of proposed rulemaking.

SUMMARY: The FHWA is withdrawing an advance notice of proposed rulemaking (ANPRM) published on February 1, 1982, at 47 FR 4536. Current FHWA Equal Employment Opportunity regulations include provisions for supportive services which are intended to improve the effectiveness of on-the-job training by Federal-aid highway construction contractors. The 1982 ANPRM sought comments on these supportive services provisions in an attempt to determine whether they should be eliminated from current regulations or whether and how they should be modified. The data and information received during the comment period, as well as analysis initiated by the FHWA, indicate that continuation of the provision would greatly assist in strengthening the FHWA skills training program.

FOR FURTHER INFORMATION CONTACT:

Linda J. Brown, Chief, Policy and Program Development Division, Office of Civil Rights, 202-366-0471, or Wilbert Baccus, Office of the Chief Counsel, 202-366-1396, Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: On February 1, 1982, the FHWA published

an ANPRM in the Federal Register (47 FR 4536) seeking public comment on: (1) the effectiveness or lack of effectiveness of the provisions currently set forth in 23 CFR 230 subpart A; (2) whether they should be eliminated; (3) whether and how they should be restructured; and (4) whether an interagency agreement should be sought to obtain supportive services through the U.S. Department of Labor's Targeted Outreach Programs. The FHWA docket received 157 comments. State transportation agencies, contractors, contractors' associations, unions, women and minorities organizations, and other interested parties that commented to the docket overwhelmingly supported the continuation of the supportive services provisions. Nevertheless, all commenters agreed that the program needed to be restructured to effectively benefit the FHWA skills training program. Also, none of the commenters were in favor of entering into an interagency agreement with the U.S. Department of Labor to administer the On-the-Job Training/Supportive Services (OJT/SS) program.

The FHWA agrees with the commenters, since FHWA's goal is to increase the effectiveness of the OJT/SS program and the agency does not propose to eliminate the OJT/SS program. Instead, the FHWA believes that restructuring the program to permit recipients greater flexibility in designing and implementing training programs is the most effective way to strengthen the program.

Additionally, the FHWA has convened an implementation team on civil rights regulations. The team consists of representatives from FHWA's headquarters and field offices, whose goal is to review, streamline, and simplify civil rights regulations and to integrate civil rights requirements with other program requirements. As a result of the team effort an NPRM will be published in 1996 to solicit comments on the proposed revisions to the civil rights regulations.

Rulemaking Analyses and Notices

Executive Order 12866 (Regulatory Planning and Review) and DOT Regulatory Policies and Procedures

The FHWA has determined that this action is not a significant regulatory action within the meaning of Executive Order 12866 or significant within the meaning of Department of Transportation's 1982 regulatory policies and procedures. Because this action simply withdraws a 1982 ANPRM, it will have no economic

¹ 60 FR 36752, July 18, 1995. The proposed rule in this proceeding was issued March 29, 1995 (60 FR 17662, April 7, 1995).