

actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$8,300 per helicopter. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$878,000.

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from 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.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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 a new airworthiness directive to read as follows:

AD 96-23-01 Bell Helicopter Textron, a Division of Textron Canada, Ltd: Amendment 39-9806. Docket No. 95-SW-35-AD.

Applicability: Model 206L-1 helicopters that have a Kratos turbine outlet temperature (TOT) indicator (Kratos indicator), part number (P/N) 124.444-6 or 124.444-20, installed, certificated in any category.

Note 1: This AD applies to each helicopter 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 helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (b) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required within 90 days after the effective date of this AD, unless accomplished previously.

To prevent false low-temperature indications, which could result in overheating of the engine turbine (turbine) and subsequent thermal fatigue damage to the turbine wheel, accomplish the following:

(a) Remove the Kratos indicator, P/N 124.444-6 or 124.444-20, and replace it with an indicator, P/N 206-075-680-105 or P/N 206-375-006-101, or any other airworthy TOT indicator approved for use on the Bell Model 206L-1 helicopter, except for the Kratos TOT indicator, P/N 124.444-6 or 124.444-20.

Note 2: Bell Helicopter Textron, Inc. Alert Service Bulletin 206L-94-94, Revision A, dated July 11, 1994, pertains to this AD.

(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, Rotorcraft Certification Office, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

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

(d) This amendment becomes effective on December 11, 1996.

Issued in Fort Worth, Texas, on October 25, 1996.

Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 96-28167 Filed 11-5-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 96-AEA-06]

Establishment of Class E Airspace; Weedsport, NY

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Weedsport, NY. The development of a Very High Frequency Omni-Directional Range (VOR) Distance Measuring Equipment (DME) Standard Instrument Approach Procedure (SIAP) to Whitfords Airport, Weedsport, NY has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Whitfords Airport.

EFFECTIVE DATE: 0901 UTC, January 30, 1997.

FOR FURTHER INFORMATION CONTACT: Mr. Frances T. Jordan, Airspace Specialist, Operations Branch, AEA-530, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430, telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION:

History

On August 15, 1996, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by establishing a Class E airspace area at Whitfords Airport, Weedsport, NY (61 FR 42396). The development of a VOR/DME A SIAP at Whitfords Airport has made this action necessary.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class E airspace areas designations are published in paragraph 6005 of FAA Order 7400.9D, dated September 4, 1996 and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) establishes a Class E airspace area at Whitfords Airport. The development of a VOR/DME A SIAP at Whitfords Airport has made this action necessary. The intended effect of this

action is to provide adequate Class E airspace for aircraft executing the VOR/DME A SIAP at the airport.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 10034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal.

Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; EO 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996 and effective September 16, 1996, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AEA NY E5 Weedsport, NY [New]

Whitfords Airport, NY

(Lat. 43°04'47"N, Long. 76°32'18"W)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Whitfords Airport excluding that portion within the Syracuse, NY and Skaneateles, NY 700 foot Class E Airspace Area.

* * * * *

Issued in Jamaica, New York on October 21, 1996.

John S. Walker,

Manager, Air Traffic Division, Eastern Region.

[FR Doc. 96–28412 Filed 11–5–96; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Parts 365 and 375

[Docket No. RM96–13–000]

Amendment to Filing Requirements and Ministerial Procedures for Persons Seeking Exempt Wholesale Generator Status; Order No. 591

Issued October 30, 1996.

AGENCY: Federal Energy Regulatory Commission, DOE

ACTION: Final rule.

SUMMARY: The Federal Energy Regulatory Commission (Commission) is amending its regulations to provide that the Commission may, in its discretion for good cause shown, allow an applicant for exempt wholesale generator status to amend its application without paying an additional filing fee; however, the statutory sixty-day period for Commission action will be restarted on the date on which the Commission receives the amendment. The Commission believes that by allowing these applications to be amended to correct deficiencies, it will improve administrative efficiency. The Commission is also amending its regulations to delegate to the General Counsel the authority to act on uncontested amendments that do not present unusual or interpretation issues.

EFFECTIVE DATE: October 30, 1996.

FOR FURTHER INFORMATION CONTACT: Kimberly Bose, Office of the General Counsel, Federal Energy Regulatory Commission, 888 First Street, N.E., Washington, D. C. 20426, Telephone: (202) 208–2284.

SUPPLEMENTARY INFORMATION: In addition to publishing the full text of this document in the Federal Register, the Commission also provides all interested persons an opportunity to inspect or copy the contents of this document during normal business hours in the Commission's Public Reference Room, Room 2A, 888 First Street, N.E., Washington, D. C. 20426.

The Commission Issuance Posting System (CIPS), an electronic bulletin

board service, provides access to the texts 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 if dialing locally or 1–800–856–3920 if dialing long distance. CIPS is also available through the Fed World System (by modem or Internet). To access CIPS, set your communications software to 19200, 14400, 12000, 9600, 7200, 4800, 2400 or 1200bps full duplex, no parity, 8 data bits, and 1 stop bit. The full text of this final rule will be available on CIPS indefinitely in ASCII and WordPerfect 5.1 format for one year. The complete text on diskette in Wordperfect format may also be purchased from the Commission's copy contractor, Ladorn Systems Corporation, also located in Room 2A, 888 First Street, N.E., Washington, D. C. 20426.

Before Commissioners: Elizabeth Anne Moler, Chair; Vicky A. Bailey, James J. Hoecker, William L. Massey, and Donald F. Santa, Jr.

I. Introduction

This final rule amends 18 CFR Parts 365 and 375 to provide that the Commission may, in its discretion for good cause shown, allow an applicant for exempt wholesale generator (EWG) status to amend its application without paying an additional filing fee; however, the statutory sixty-day period for Commission action will be restarted on the date on which the Commission receives the amendment. The Commission is delegating to the General Counsel the authority to act on uncontested amendments that do not present unusual or interpretation issues.

II. Public Reporting Burden

The Commission estimates the public reporting burden for the collection of information under the final rule will remain unchanged for FERC–598, since the only modifications are to the Commission's procedures to allow an applicant for exempt wholesale generator (EWG) status to amend its application without paying an additional filing fee and to change the Commission's delegation authority.

This estimate includes the time for reviewing instructions, researching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. The current annual reporting burden for the industry for the collection of information is estimated to be: