Note 2: Installation of an improved design engine truss, P/N 129–910032–79, on any of the affected airplanes does not eliminate the repetitive inspection requirement of this AD.

Note 3: Compliance with a previous revision level of the service bulletin referenced in this AD fulfills the applicable requirements of this AD and is considered ''unless already accomplished''.

(e) Special flight permits may be issued in accordance with §§ 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.

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita ACO, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(g) The inspections and replacement (if necessary) required by this AD shall be done in accordance with Beech Service Bulletin No. 2255, Revision VI, dated August 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201–0085. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(h) This amendment (39–9136) supersedes AD 92–06–09, Amendment 39–8189.

(i) This amendment (39–9136) becomes effective on March 25, 1995.

Issued in Kansas City, Missouri, on January 26, 1995.

Michael K. Dahl,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–2403 Filed 2–2–95; 8:45 am]

BILLING CODE 4910–13–U

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14 CFR Part 39

[Docket No. 94–ANE–40; Amendment 39–9135; AD 95–02–16]

Airworthiness Directives; Pratt & Whitney JT8D Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Pratt & Whitney (PW) JT8D series turbofan engines, that currently requires initial and repetitive inspections of the Number 7 fuel nozzle and support assembly, replacement of the Number 7 fuel nozzle and support assembly with a more leak-resistant configuration, and replacement of aluminum oil pressure and scavenge tube fittings with steel fittings. This amendment adds a requirement incorporated in a new revision of a PW Alert Service Bulletin (ASB) that was omitted from the existing AD to replace an additional aluminum oil scavenge line bolt with a steel bolt. This amendment also makes a correction to a note in the compliance section to apply only to PW JT8D–200 series engines. This amendment is prompted by the need to make these corrections. The actions specified by this AD are intended to prevent fuel leakage from the Number 7 fuel nozzle and support assembly, ignition of that leaking fuel, and liberation of oil from melted oil line fittings, which can result in an uncontained engine fire and damage to the aircraft.

DATES: Effective February 21, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 21, 1995.

Comments for inclusion in the Rules Docket must be received on or before April 4, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94–ANE–40, 12 New England Executive Park, Burlington, MA 01803–5299.

The service information referenced in this AD may be obtained from Pratt & Whitney, Technical Publications Department, M/S 132–30, 400 Main Street, East Hartford, CT 06108. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mark A. Rumizen, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7137, fax (617) 238–7199.

SUPPLEMENTARY INFORMATION: On June 29, 1994, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 94–14–16, Amendment 39–8964 (59 FR 35238, July 11, 1994), applicable to Pratt & Whitney (PW) JT8D series turbofan engines, to require inspection of the Number 7 fuel nozzle and support assembly for evidence of fuel leakage and burning until replacement of the Number 7 fuel nozzle and support assembly with an improved sealing configuration. That AD also requires replacement of the aluminum oil tube fittings with steel fittings. That action was prompted by two reports of uncontained engine fires on Pratt & Whitney (PW) JT8D series engines due to fuel leakage from the Number 7 fuel nozzle and support assembly, ignition of that fuel, melting of aluminum oil pressure and scavenge tube fittings that are in the proximity of the Number 7 nozzle, and augmentation of that fire with the liberated oil. The resulting fire burned through the engine diffuser case and fan ducts, causing an aircraft engine cowl fire. That condition, if not corrected, could result in fuel leakage from the Number 7 fuel nozzle and support assembly, ignition of that leaking fuel, and liberation of oil from melted oil line fittings, which can result in an uncontained engine fire and damage to the aircraft.

Since the issuance of that AD, the FAA noted the omission of the requirement to replace an additional aluminum oil scavenge line bolt with a steel bolt. This additional requirement is incorporated in Revision 2 to PW Alert Service Bulletin (ASB) No. A6170, dated October 20, 1994. Also, the FAA was alerted of an error in the compliance section where the incorrect engine series was specified. In paragraph (b)(2)(iv), the reference to ''all other JT8D engines'' should read ''JT8D–200 series engines.'' In addition, PW has issued Revision 2 to ASB No. A6169, dated October 26, 1994, which differs from Revision 1, cited in the current AD, only by minor, non-substantive changes.

The FAA has reviewed and approved the technical contents of PW ASB No. A6153, Revision 1, dated June 8, 1994, that describes procedures for initial and repetitive borescope inspections of the Number 7 fuel nozzle and support assembly; and PW ASB A6170, Revision 2, dated October 20, 1994, and ASB No. A6169, Revision 2, dated October 26, 1994, that describe procedures for replacement of the Number 7 fuel nozzle and support assembly with a more leak-resistant configuration and replacement of the aluminum oil tube fittings with steel fittings, respectively.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of this same type design, this AD supersedes AD 94–14–16 to continue to require inspection

of the Number 7 fuel nozzle and support assembly for evidence of fuel leakage and burning until replacement of the Number 7 fuel nozzle and support assembly with an improved sealing configuration. This AD also requires replacement of the aluminum oil tube fittings with steel fittings. In addition, this AD adds a requirement incorporated in PW ASB No. 6170, Revision 2, dated October 20, 1994, that was omitted from AD 94–14–16 to replace an additional aluminum oil scavenge line bolt with a steel bolt, and makes a correction to paragraph (b)(2)(iv). The actions are required to be accomplished in accordance with the alert service bulletins described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD 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 94–ANE–40.'' The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a ''significant regulatory action'' under Executive Order 12866.

It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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, Incorporation by reference, 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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39–8964, (59 FR 35238, July 11, 1994), and by adding a new airworthiness directive, Amendment 39–9135, to read as follows:

95–02–16 Pratt & Whitney: Amendment 39–9135. Docket 94–ANE–40. Supersedes AD 94–14–16, Amendment 39–8964.

Applicability: Pratt & Whitney (PW) Model JT8D–209, –217, –217A, –217C, –219 turbofan engines; and JT8D–1, –1A, –1B, –7, –7A, –7B, –9, –9A, –11, –15, –15A, –17, –17A, –17R, and –17AR turbofan engines incorporating the original issue or any revision of Pratt & Whitney Service Bulletin No. 5650; and any PW Model JT8D engine with low emissions fuel nozzles, Part Numbers 775485, 809137–01, 802965, and 5004308–02 installed. These engines are installed on but not limited to Boeing 727 and 737 series, and McDonnell Douglas DC–9 and MD–80 series aircraft.

Compliance: Required as indicated, unless accomplished previously.

To prevent fuel leakage from the Number 7 fuel nozzle and support assembly and melting of the oil pressure and scavenge tube fittings, which can result in an uncontained engine fire and damage to the aircraft, accomplish the following:

(a) Inspect Number 7 fuel nozzle and support assemblies in accordance with PW Alert Service Bulletin (ASB) No. A6153, Revision 1, dated June 8, 1994, as follows:

(1) For Number 7 fuel nozzle and support assemblies that have accumulated more than 2,500 hours time in service (TIS) since last fuel nozzle and support assembly overhaul on the effective date of this airworthiness directive (AD), initially inspect for fuel leakage within 700 hours TIS after the effective date of this AD.

(2) For engines with Number 7 fuel nozzle and support assemblies with 2,500 or less hours TIS since fuel nozzle and support assembly overhaul on the effective date of this AD, initially inspect prior to accumulating 3,200 hours TIS since overhaul.

(3) Thereafter, inspect for fuel leakage in accordance with PW ASB A6153, Revision 1, dated June 8, 1994, at intervals not to exceed 700 hours TIS since last inspection.

(4) Remove from service Number 7 fuel nozzle and support assemblies that exhibit evidence of fuel leakage as described in PW ASB No. A6153, Revision 1, dated June 8, 1994, and replace with the improved sealing configuration nozzle in accordance with paragraph (b) of this AD, as follows:

(i) Within 25 hours TIS, or 25 cycles in service (CIS), whichever occurs first, after the inspection performed in paragraph (a)(1), (a)(2), or (a)(3) for aircraft with only one engine exhibiting Number 7 fuel nozzle and support assembly leakage.

(ii) Prior to further flight, on aircraft with two engines exhibiting Number 7 fuel nozzle and support assembly leakage, remove and replace at least one of the leaking Number 7 fuel nozzle and support assemblies. The remaining Number 7 fuel nozzle and support assembly that exhibits leakage shall be removed and replaced in accordance with paragraph (a)(4)(i) of this AD.

(iii) Prior to further flight, on Boeing 727 aircraft, with three engines exhibiting Number 7 fuel nozzle and support assembly leakage, remove and replace at least two of the leaking Number 7 fuel nozzle and support assemblies. The remaining Number 7 fuel nozzle and support assembly that

exhibits leakage shall be removed and replaced in accordance with paragraph (a)(4)(i) of this AD.

Note: Fuel nozzles and support assemblies that have not undergone overhaul do not require inspection in accordance with paragraph (a) of this AD.

(b) At the next accessibility of the diffuser build group after the effective date of this AD, but no later than July 31, 1999, accomplish the following:

(1) Replace the Number 7 fuel nozzle and support assembly with the improved sealing configuration in accordance with Part 1 of PW ASB No. A6169, Revision 2, dated October 26, 1994.

(2) Replace the aluminum pressure and scavenge oil tube fittings with steel fittings in accordance with PW ASB No. A6170, Revision 2, dated October 20, 1994.

Note: Replacement of the following oil tubes with corresponding oil tubes that incorporate steel fittings constitutes compliance with paragraph (b)(2) of this AD:

(i) Outer internal Number 4 and 5 bearing pressure tube assembly for PW JT8D–200 series engines.

(ii) Outer internal main bearing pressure tube assembly for PW JT8D–200 series engines.

(iii) Main bearing pressure manifold assembly for PW JT8D–200 series engines.

(iv) Front Number 4½ and 6 bearing pressure tube assembly for JT8D–200 series engines.

(v) Number 4 bearing oil scavenge tube assembly for all other JT8D engines.

(vi) Number 4 bearing oil pressure tube assembly for all other JT8D engines.

(vii) Main bearing pressure manifold assembly for all other JT8D engines.

(c) Incorporation of the hardware required by paragraph (b)(1) of this AD, constitutes terminating action for the inspections required by paragraph (a) of this AD.

(d) For the purpose of this AD, accessibility of the diffuser build group is defined as engine maintenance that entails flange separation of the diffuser case from the combustion chamber outer case.

(e) For the purpose of this AD, fuel nozzle and support assembly overhaul is defined as disassembly of the fuel nozzle from the support assembly that entails removal of the fuel nozzle nut.

(f) For any Number 7 fuel nozzle and support assembly that is removed for evidence of leakage in accordance with paragraph (a) of this AD, submit the following information within 60 days after the removal, to the Manager, Engine Certification Office, Engine and Propeller Directorate, Aircraft Certification Service, FAA, 12 New England Executive Park, Burlington, Massachusetts, 01803–5299; fax (617) 238–7199:

(1) Fuel nozzle and support assembly part number and serial number.

(2) Fuel nozzle and support assembly time and cycles since overhaul.

(3) Description of fuel nozzle and support assembly distress.

(4) Position of distressed fuel nozzle and support assembly.

(5) Description of any other resultant engine damage.

(6) Engine serial number.

(7) Engine time and cycles since overhaul.

The reporting requirements of this AD terminate after compliance with paragraph (b)(1) of this AD. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provision of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501–3520) and have been assigned OMB Control Number 2120–0056.

(g) 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, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

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

(i) The inspections and modifications shall be done in accordance with the following service documents:

Document No.	Pages	Revision	Date
PW ASB No. A6153	1–4	1	June 8, 1994.
	5	Original	Feb. 4, 1994.
	6–8	1	June 8, 1994.
	9–12	Original	Feb. 4, 1994.
Total pages: 12.			
PW ASB No. A6169	1	2	Oct. 26, 1994.
	2–6	1	June 15, 1993.
	7	Original	Apr. 29, 1993.
	8	2	Oct. 26, 1994.
	9–16	Original	Apr. 29, 1993.
	17	1	June 15, 1994.
	18–29	Original	Apr. 29, 1993.
	30–31	2	Oct. 26, 1994.
Total pages: 31.			
PW ASB No. A6170	1	2	Oct. 20, 1994.
	2–3	1	Sept. 9, 1994.
	4–5	2	Oct. 20, 1994.
	6–7	1	Sept. 9, 1994.
	8	2	Oct. 20, 1994.
	9	Original	May 13, 1994.
	10	2	Oct. 20, 1994.
	11–13	Original	May 13, 1994.
	14	2	Oct. 20, 1994.
	15–18	1	Sept. 9, 1994.
	19–21	2	Oct. 20, 1994.
	22	1	Sept. 9, 1994.
Total pages: 22.			

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Pratt & Whitney, Technical Publications Department, M/S 132–30, 400 Main Street, East Hartford, CT 06108. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(j) This amendment becomes effective on February 21, 1995.

Issued in Burlington, Massachusetts, on January 24, 1995.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95–2405 Filed 2–2–95; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 71

[Airspace Docket No. 94–ANM–50]

Establishment of Class E Airspace; Saratoga, WY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes the Saratoga, Wyoming, Class E airspace. This action is necessary to accommodate a new instrument approach procedure at Shively Field Airport, Saratoga, Wyoming.

EFFECTIVE DATE: 0901 UTC, March 30, 1995.

FOR FURTHER INFORMATION CONTACT: James Riley, System Management Branch, ANM–530, Federal Aviation Administration, Docket No. 94–AMN–50, 1601 Lind Avenue SW., Renton, Washington 98055–4056; telephone number: (206) 227–2537.

SUPPLEMENTARY INFORMATION:

History

On October 28, 1994, the FAA proposed to amend part 71 of Federal Aviation Regulations (14 CFR part 71) to establish the Saratoga, Wyoming, Class E airspace area (59 FR 54138). This action is necessary to accommodate a new instrument approach procedure at Shively Field Airport, Saratoga, Wyoming. The area will be depicted on aeronautical charts for pilot reference.

Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in Paragraph 6005 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, 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 Federal Aviation Regulations amends Class E airspace at Saratoga, Wyoming. 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. It, therefore, (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) 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 a 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 FAA 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. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

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

* * * * *

ANM WY E5 Saratoga, WY [New]

Saratoga, Shively Field, WY
(Lat. 41°26′41″ N, long. 106°49′25″ W)
Saratoga NDB
(Lat. 41°26′42″ N, long. 106°49′56″ W)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of the Shively Field Airport and within 3.1 miles each side of the 342° bearing from the Saratoga NDB extending from the 6.9-mile radius to 10 miles northwest of the NDB; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: lat. 41°54′45″ N, long. 106°47′15″ W; to lat. 41°17′00″ N, long. 106°32′30″ W; to lat. 41°10′00″ N, long. 107°03′45″ W; to lat. 41°47′30″ N, long. 107°19′00″ W; to the point of beginning, excluding that portion within the Rawlins Municipal Airport, WY, Class E airspace area.

* * * * *

Issued in Seattle, Washington on January 18, 1995.

Richard E. Prang,

Acting Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 95–2734 Filed 2–2–95; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 157

[Docket No. RM81–19–000]

Project Cost and Annual Limits

Issued: January 31, 1995

AGENCY : Federal Energy Regulatory Commission.

ACTION : Final rule.

SUMMARY: Pursuant to the authority delegated by 18 CFR 375.307(e)(1), the Director of the Office of Pipeline Regulation computes and publishes the project cost and annual limits specified in Table I of § 157.208(d) and Table II of § 157.215(a) for each calendar year.

EFFECTIVE DATE: January 1, 1995.

FOR FURTHER INFORMATION CONTACT: Martin A. Burless, Jr., Chief, Branch I, Division of Pipeline Certificates, OPR (202) 208–0581.

SUPPLEMENTARY INFORMATION:

Publication of Project Cost Limits Under Blanket Certificates

Order of the Director, OPR

Section 157.208(d) of the Commission's Regulations provides for project cost limits applicable to construction, acquisition, operation and miscellaneous rearrangement of facilities (Table I) authorized under the blanket certificate procedure (Order No. 234, 19 FERC ¶61,216). Section 157.215(a) specifies the calendar year dollar limit which may be expended on underground storage testing and development (Table II) authorized under the blanket certificate. Section 157.208(d) requires that the ''limits specified in Tables I and II shall be adjusted each calendar year to reflect the 'GNP implicit price deflator' published by the Department of Commerce for the previous calendar year.''

Pursuant to § 375.307(e)(1) of the Commission's Regulations, the authority for the publication of such cost limits, as adjusted for inflation, is delegated to