

113 installed, if the grip was ever installed on a Model 212 helicopter or if it is unknown whether a grip was ever installed on a Model 212 helicopter; and

(2) Bell Model 212 helicopters, with a grip P/N ASI-4011-121-113 installed.

(b) Unsafe Condition

This AD defines the unsafe condition as installation of a grip that does not meet type design. This condition could result in grip failure, separation of the M/R blade, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective August 7, 2015.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

(1) Within 5 hours time-in-service, remove each grip from service.

(2) Do not install a grip listed in paragraph (a) of this AD on any helicopter.

(f) Alternative Methods of Compliance (AMOC)

(1) The Manager, Fort Worth Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Scott Franke, Aviation Safety Engineer, Fort Worth Aircraft Certification Office, Rotorcraft Directorate, FAA, 10101 Hillwood Pkwy, Fort Worth, TX 76177; telephone (817) 222-5170; email scott.franke@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

(g) Additional Information

Timken T-700 Service Bulletin, Revision B, dated October 20, 2014, which is not incorporated by reference, contains additional information about the subject of this AD. For Timken service information identified in this AD, contact Timken Alcor Aerospace Technologies, Inc., Aftermarket Customer Service, 3110 N. Oakland, Mesa, AZ 85215; telephone 1-480-606-3130; email timkenaftermarketsales@timken.com; or at <http://www.timken.com/en-us/solutions/aerospace/aftermarket/Pages/default.aspx>. You may review a copy of this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6620, Main Rotor Blade Grip.

Issued in Fort Worth, Texas, on July 13, 2015.

Bruce E. Cain,

Acting Directorate Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2015-17953 Filed 7-22-15; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA-2014-0640; Airspace Docket No. 14-ACE-4]

RIN 2120-AA66

Modification of Restricted Areas R-4501A, R-4501B, R-4501C, R-4501D, R-4501F, and R-4501H; Fort Leonard Wood, MO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the **Federal Register** on May 26, 2015 by adding one set of geographic latitude/longitude coordinates that was inadvertently omitted from the restricted area R-4501H boundary description.

DATES: Effective date 0901 UTC, August 20, 2015.

FOR FURTHER INFORMATION CONTACT: Colby Abbott, Airspace Policy and Regulations Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

History

A final rule was published in the **Federal Register** on May 26, 2015 (80 FR 29941), that established a single ceiling of one restricted area (R-4501B), added exclusions to three restricted areas (R-4501C, R-4501F, and R-4501H) to prevent overlapped restricted areas being active at the same time, made administrative changes to the title of two restricted areas (R-4501A and R-4501B), and made administrative changes to the using agency information of six restricted areas (R-4501A-D, R-4501F, and R-4501H) in Fort Leonard Wood, MO. Subsequent to publication, the FAA determined that one set of geographic latitude/longitude coordinates was inadvertently omitted from the R-4501H boundary description. This correction inserts the set of geographic latitude/longitude coordinates back into the R-4501H

boundary description to retain the lateral boundary of the restricted area as it existed prior to the published final rule.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, in Docket No. FAA-2014-0640, the boundary description for restricted area R-4501H, as published in the **Federal Register** on May 26, 2015 (80 FR 29941), FR Doc. 2015-12627, modifying the restricted areas at Fort Leonard Wood, MO, is corrected as follows:

§ 73.45 (Amended)

On page 29942, column 2, line 57, after the words "Reservation boundary;" insert "to lat. 37°46'45" N., long. 92°01'41" W.;"

Issued in Washington, DC, on July 16, 2015.

Gary A. Norek,

Manager, Airspace Policy and Regulations Group.

[FR Doc. 2015-18012 Filed 7-22-15; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 31030; Amdt. No. 521]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

DATES: Effective 0901 UTC, August 20, 2015.

FOR FURTHER INFORMATION CONTACT: Richard A. Dunham, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK 73169 (Mail Address: P.O. Box

25082 Oklahoma City, OK 73125)
 telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this

amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

Conclusion

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. For the same

reason, the FAA certifies that this amendment 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 95

Airspace, Navigation (air).
 Issued in Washington, DC, on July 17, 2015.

John Duncan,
 Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, August 20, 2015.

PART 95—[AMENDED]

- 1. The authority citation for part 95 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

- 2. Part 95 is amended to read as follows:

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINT

[Amendment 521 effective date August 20, 2015]

FROM	TO	MEA	MAA
§ 95.3000 LOW ALTITUDE RNAV ROUTES			
§ 95.3293 RNAV ROUTE T293 is Amended To Read in Part			
CHUTT, AL WP	NFTRY, GA WP	2500	17500
§ 95.6001 VICTOR ROUTES—U.S			
§ 95.6169 VOR FEDERAL AIRWAY V169 is Amended To Read in Part			
TOBE, CO VOR/DME	HUGO, CO VOR/DME		8100
§ 95.6181 VOR FEDERAL AIRWAY V181 is Amended To Read in Part			
OMAHA, IA VORTAC	NORFOLK, NE VOR/DME		3600
§ 95.6452 ALASKA VOR FEDERAL AIRWAY V452 is Amended To Read in Part			
GALENA, AK VOR/DME	HORSI, AK FIX. E BND		*8000
*4000—GNSS MEA	W BND		*4000
§ 95.6456 ALASKA VOR FEDERAL AIRWAY V456 is Amended To Read in Part			
BINAL, AK FIX	TANIE, AK FIX		#*14000
*3400—MOCA #MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE			
§ 95.6489 ALASKA VOR FEDERAL AIRWAY V489 is Amended To Read in Part			
GALENA, AK VOR/DME	HORSI, AK FIX. E BND		*8000
*4000—GNSS MEA	W BND		*4000

FROM	TO	MEA
HORSI, AK FIX	ROSII, AK FIX. NE BND	*6000
*4000—MOCA	SW BND	*8000
ROSII, AK FIX	TANANA, AK VOR/DME. NE BND	3400
	SW BND	6000

§ 95.6508 ALASKA VOR FEDERAL AIRWAY V508 is Amended To Read in Part

AKGAS, AK FIX	SPARREVOHN, AK VOR/DME. W BND	6000
	E BND	12000

AIRWAY SEGMENT		CHANGEOVER	
FROM	TO	DISTANCE	FROM

§ 95.8003 VOR FEDERAL AIRWAY Changeover Point V181 is Amended To Add Changeover Point

OMAHA, IA VORTAC	NORFOLK, NE VOR/DME	51	OMAHA
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[FR Doc. 2015-18083 Filed 7-22-15; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 46

[Docket No. RM15-3-000; Order No. 812]

Revisions to Public Utility Filing Requirements

AGENCY: Federal Energy Regulatory Commission, Energy.

ACTION: Final rule.

SUMMARY: The Commission is revising its regulation to eliminate the requirement to submit FERC-566 (Annual Report of a Utility's 20 Largest Customers) for regional transmission organizations, independent system operators, and exempt wholesale generators. The Commission is also revising its regulations to eliminate the requirement to submit FERC-566 for public utilities that have not made any reportable sales under FERC-566 in any of the three preceding years. Further, the Commission is eliminating the requirement for public utilities submitting FERC-566 to identify individual residential customers by name and address.

DATES: This rule will become effective October 6, 2015.

FOR FURTHER INFORMATION CONTACT:

Mary LaFave (Technical Information), Office of Energy Market Regulation, Federal Energy Regulatory Commission, 888 First Street NE., Washington, DC 20426, (202) 502-6060

Lina Naik (Legal Information), Office of the General Counsel, Federal Energy Regulatory Commission, 888 First Street NE., Washington, DC 20426, (202) 502-8882

SUPPLEMENTARY INFORMATION:

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