

there is no misunderstanding that § 25.863 also applies to these batteries.

AmSafe recommended revising proposed special condition no. 5 to prohibit damage to surrounding structure or adjacent systems, equipment, or electrical wiring from corrosive fluids or gases that may escape “in such a way as to cause a hazardous or catastrophic failure condition.” AIA also recommended this revision. The FAA intends for special condition no. 5 to be consistent with § 25.1309. So, we added the words “. . . in such a way as to cause a major or more-severe failure condition.” The revised special condition now reads, “. . . each non-rechargeable lithium battery installation must not damage surrounding structure or adjacent systems, equipment, or electrical wiring from corrosive fluids or gases that may escape in such a way as to cause a major or more-severe failure condition.” The FAA does not concur with excluding major failure conditions.

AmSafe concurred with proposed special condition no. 6.

AmSafe concurred with proposed special condition no. 7 and recommended revising proposed special condition no. 8. However, the FAA deleted these proposed special conditions as explained in our response to AIA’s comments in special conditions no. 25–612–SC.

AmSafe recommended revising “safe operation of the airplane” in proposed special condition nos. 9 and 10 to “continued safe operation of the airplane.” The phrase “continued safe operation of the airplane” is used to refer to safe operation of the airplane after a failure has occurred. The phrase “safe operation of the airplane” is more general and appropriate for these special conditions. We did not incorporate AmSafe’s proposed revision into these special conditions.

The FAA has determined that “uncontrolled” in special condition no. 2 should be “uncontrollable” to more accurately describe the concern. This revision does not change the intended meaning of this special condition.

Except as discussed above, the special conditions are adopted as proposed.

Applicability

As discussed above, these special conditions are applicable to the Model 767–2C airplane. Should the applicant apply at a later date for a change to the type certificate to include another model incorporating the same novel or unusual design feature, or should any other model already included on the same type certificate be modified to incorporate the same novel or unusual

design feature, these special conditions would apply to that model as well.

These special conditions are only applicable to design changes applied for after their effective date. The existing airplane fleet and follow-on deliveries of airplanes with previously certified non-rechargeable lithium battery installations are not affected.

These special conditions are not applicable to previously certified non-rechargeable lithium battery installations where the only change is either cosmetic or relocating the installation to improve the safety of the airplane and occupants. The FAA determined that this exclusion is in the public interest because the need to meet all of the special conditions might otherwise deter such design changes that involve relocating batteries. A cosmetic change is a change in appearance only, and does not change any function or safety characteristic of the battery installation.

Conclusion

This action affects only certain novel or unusual design features on one model of airplane. It is not a rule of general applicability.

List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and record keeping requirements.

The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

The Special Conditions

Accordingly, the following special conditions are part of the type certification basis for the Boeing Model 767–2C airplane.

Non-Rechargeable Lithium Battery Installations

In lieu of § 25.1353(b)(1) through (b)(4) at Amendment 25–123, each non-rechargeable lithium battery installation must:

1. Maintain safe cell temperatures and pressures under all foreseeable operating conditions to prevent fire and explosion.
2. Prevent the occurrence of self-sustaining, uncontrollable increases in temperature or pressure.
3. Not emit explosive or toxic gases, either in normal operation or as a result of its failure, that may accumulate in hazardous quantities within the airplane.
4. Meet the requirements of § 25.863.
5. Not damage surrounding structure or adjacent systems, equipment, or electrical wiring from corrosive fluids or gases that may escape in such a way as

to cause a major or more-severe failure condition.

6. Have provisions to prevent any hazardous effect on airplane structure or systems caused by the maximum amount of heat it can generate due to any failure of it or its individual cells.

7. Have a failure sensing and warning system to alert the flightcrew if its failure affects safe operation of the airplane.

8. Have a means for the flightcrew or maintenance personnel to determine the battery charge state if the battery’s function is required for safe operation of the airplane.

Note: A battery system consists of the battery and any protective, monitoring, and alerting circuitry or hardware inside or outside of the battery. It also includes vents (where necessary) and packaging. For the purpose of these special conditions, a “battery” and “battery system” are referred to as a battery.

Issued in Renton, Washington, on August 11, 2016.

Paul Bernado,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2016–19991 Filed 8–23–16; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 31093; Amdt. No. 528]

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 Date:* 0901 UTC, September 15, 2016.

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 August 12, 2016.

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, July 21, 2016.

■ 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 528, Effective Date September 15, 2016]

From	To	MEA
§ 95.6001 VICTOR ROUTES—U.S		
§ 95.6005 VOR Federal Airway V5 Is Amended To Read in Part		
Pecan, GA VORTAC *1900—MOCA	Vienna, GA VORTAC	*2000
§ 95.6006 VOR Federal Airway V6 Is Amended To Read in Part		
Liter, WY FIX *7600—MOCA	Sidney, NE VORTAC	*9500
Sidney, NE VORTAC *5700—MOCA.	North Platte, NE VORTAC	*6000
Grand Island, NE *3200—MOCA.	VORTAC HUSKR, NE FIX	*4000
§ 95.6008 VOR Federal Airway V8 Is Amended To Read in Part		
Grand Island, NE VORTAC *3200—MOCA.	Huskr, NE FIX	*4000
§ 95.6020 VOR Federal Airway V20 Is Amended To Read in Part		
Maddi, GA FIX *2200—MOCA.	Athens, GA VOR/DME	*3000
Athens, GA VOR/DME *2300—MOCA.	Electric City, SC VORTAC	*2800
§ 95.6025 VOR Federal Airway V25 Is Amended To Read in Part		
Santy, CA FIX	Woodside, CA VORTAC	5100
§ 95.6035 VOR Federal Airway V35 Is Amended To Read in Part		
*Saler, GA FIX *3000—MRA. **1700—MOCA.	Pecan, GA VORTAC	**2000

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINT—Continued

[Amendment 528, Effective Date September 15, 2016]

From	To	MEA
Maddi, GA FIX *2200—MOCA.	Athens, GA VOR/DME	*3000
Athens, GA VOR/DME *2300—MOCA.	Electric City, SC VORTAC	*2800
§ 95.6039 VOR Federal Airway V39 Is Amended To Read in Part		
Lancaster, PA VORTAC	Boyer, PA FIX	2900
§ 95.6066 VOR Federal Airway V66 Is Amended To Read in Part		
Maddi, GA FIX *2200—MOCA.	Athens, GA VOR/DME	*3000
Athens, GA VOR/DME *2200—MOCA.	Greenwood, SC VORTAC	*2500
§ 95.6087 VOR Federal Airway V87 Is Amended To Read in Part		
Santy, CA FIX	Woodside, CA VORTAC	5100
§ 95.6109 VOR Federal Airway V109 Is Amended To Read in Part		
Salad, CA FIX *4700—MCA	*Oakland, CA VORTAC Oakland, CA VORTAC, NE BND.	4000
§ 95.6138 VOR Federal Airway V138 Is Amended To Read in Part		
Piety, WY FIX *7000—MOCA.	Sidney, NE VORTAC	*7600
Grand Island, NE VORTAC *3200—MOCA.	Brady, NE FIX	*3600
§ 95.6159 VOR Federal Airway V159 Is Amended To Read in Part		
*Saler, GA FIX *3000—MRA. **1700—MOCA.	Pecan, GA VORTAC	**2000
Pecan, GA VORTAC *2800—MRA. **1800—MOCA.	*Shany, GA FIX	**2000
§ 95.6169 VOR Federal Airway V169 Is Amended To Read in Part		
Akron, CO VOR/DME *6200—MOCA.	Sidney, NE VORTAC	*6400
§ 95.6197 VOR Federal Airway V197 Is Amended To Read in Part		
Palmdale, CA VORTAC *8300—MCA	*Fisch, CA FIX Fisch, CA FIX, NW BND.	5000
§ 95.6325 VOR Federal Airway V325 Is Amended To Read in Part		
Vesto, GA FIX *2200—MOCA.	Athens, GA VOR/DME	*2500
§ 95.6380 VOR Federal Airway V380 Is Amended To Read in Part		
Wolbach, NE VORTAC *3300—MOCA.	Grand Island, NE VORTAC	*4000
§ 95.6417 VOR Federal Airway V417 Is Amended To Read in Part		
Athens, GA VOR/DME *2100—MOCA.	Colliers, SC VORTAC	*2500
§ 95.6457 VOR Federal Airway V457 Is Amended To Read in Part		
Broadway, NJ VOR/DME	Lancaster, PA VORTAC	3000

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINT—Continued
 [Amendment 528, Effective Date September 15, 2016]

From	To	MEA	
§ 95.6499 VOR Federal Airway V499 Is Amended To Read in Part			
Lancaster, PA VORTAC	Binghamton, NY VORTAC	4500	
§ 95.6578 VOR Federal Airway V578 Is Amended To Read in Part			
Pecan, GA VORTAC	Tift Myers, GA VOR	*2500	
§ 95.6579 VOR Federal Airway V579 Is Amended To Read in Part			
Viola, FL FIX	Sarasota, FL VORTAC	*3000	
§ 95.6440 Alaska VOR Federal Airway V440 Is Amended To Read in Part			
Nome, AK VOR/DME	*Golos, AK FIX	3000	
*4500-MRA.	Unalakleet, AK VOR/DME	3000	
*Golos, AK FIX	Yucon, AK FIX.		
*4500-MRA.			
Unalakleet, AK VOR/DME			
W BND 4600.			
E BND 8000.			
From	To	Changeover points	
		Distance	From
§ 95.8003 VOR Federal Airway Changeover Point Airway Segment Alaska V440 Is Amended To Add Changeover Point			
Nome, AK VOR/DME	Unalakleet, AK VOR/DME	45	Nome

[FR Doc. 2016-20292 Filed 8-23-16; 8:45 am]
 BILLING CODE 4910-13-P

DEPARTMENT OF LABOR

Employment and Training Administration

20 CFR Part 615

RIN 1205-AB62

Federal-State Unemployment Compensation Program; Implementing the Total Unemployment Rate as an Extended Benefits Indicator and Amending for Technical Corrections; Final Rule

AGENCY: Employment and Training Administration, Labor.

ACTION: Final rule.

SUMMARY: The Employment and Training Administration (ETA) of the U.S. Department of Labor (Department) issues this final rule to implement statutory amendments to the Extended Benefits (EB) program, which pays extra weeks of unemployment compensation during periods of high unemployment in a State. Specifically, this final rule codifies a methodology for computing the Total Unemployment Rate (TUR)

indicator which is an optional indicator used to measure unemployment in a State. Also, the final rule makes technical corrections to the current regulations and corrects minor mistakes. **DATES:** This rule is effective October 24, 2016.

FOR FURTHER INFORMATION CONTACT: Gay Gilbert, Administrator, Office of Unemployment Insurance, Employment and Training Administration, (202) 693-3029 (this is not a toll-free number) or 1-877-889-5627 (TTY). Individuals with hearing or speech impairments may access the telephone number above via TTY by calling the toll-free Federal Information Relay Service at (800) 877-8339.

SUPPLEMENTARY INFORMATION:

Executive Summary

I. Purpose of the Regulatory Action

a. ETA issues this final rule to implement statutory amendments to the EB program, which pays extra weeks of unemployment compensation during periods of high unemployment in a State. Specifically, this final rule codifies a methodology for computing the TUR indicator, which is an optional indicator used to measure unemployment in a State. Also, the final rule makes technical corrections to the

current regulations and corrects minor mistakes.

b. The Unemployment Compensation Amendments of 1992, Public Law 102-318, added Section 203(f), EUCA, to provide for an optional alternative indicator that States may use to trigger “on” EB based on the TUR. That indicator requires that, for the most recent 3 months for which data for all States is published, the average TUR in the State (seasonally adjusted) for the most recent 3-month period equals or exceeds 6.5 percent and the average TUR in the State (seasonally adjusted) equals or exceeds 110 percent of the average TUR for either or both of the corresponding 3-month periods in the 2 preceding calendar years (look-back). The 1992 amendments also provided for a calculation of a “high unemployment period” when the TUR in a State equals or exceeds 8 percent and meets the 110-percent look-back described above, permitting the payment of additional weeks of EB. Section 203(f)(3), EUCA, provides that “determinations of the rate of total unemployment in any State for any period . . . shall be made by the Secretary.” An EB period ends when the State no longer meets any of the “on” triggers provided for in State law.