Source of flooding and location	#Depth in feet above ground. *Elevation in feet (NGVD)
U.S. Route 5	*414
Maps available for inspection at the Town Clerk's Office, Town and Village Offices, Bradford, Vermont.	
Brunswick (town), Essex County (FEMA Docket No. 6975)	
Connecticut River:	
At downstream corporate limits	*873
At upstream corporate limits	*898
Maps available for inspection at the home of the Chairman of the Board of Selectmen, Roger Case, R.F.D. 2, Box 118, Guildhall, Vermont.	
Dummerston (town), Windham County (FEMA Docket No. 6984)	
West River:	
Approximately 380 feet downstream of downstream corporate limits	*259
At upstream corporate limits	*354
Connecticut River:	
At downstream corporate limits	*239
At upstream corporate limits	*244
Maps available for inspection at the Town Hall R.D. 2, Dummerston, Vermont.	
Fairlee (town), Orange County (FEMA Docket No. 6975)	
Connecticut River:	
At Fairlee—Thetford Town line	*407
At Bradford—Fairlee Town line	*411
Maps available for inspection at the Town Hall, Fairlee, Vermont.	
Guildhall (town), Essex County (FEMA Docket No. 6984)	
Connecticut River:	
Approximately 200 feet downstream of the downstream corporate limits	*852
At the upstream corporate limits	*862
Maps available for inspection at the Town Hall R.F.D. 2, Guildhall, Vermont.	
Lemington (town), Essex County (FEMA Docket No. 6875)	
Connecticut River:	
At downstream corporate limits	*997
At upstream corporate limits	*1,012
Maps available for inspection at the residence of the Chairman of Planning Commission, R.R 1, Box 162, Canaan, Vermont.	
Ryegate (town), Caledonia County (FEMA Docket No. 6984)	
Connecticut River:	
At downstream corporate limits	*429
At upstream corporate limits	*433
Wells River:	
At downstream corporate limits	*669
Approximately .3 mile upstream of (Town Highway) County Route 50 bridge	*742
Scott Brook:	
At confluence with Wells River	*728
At upstream corporate limits	*759
Quarry Road Brook:	
At confluence with Wells River	*732
Approximately 270 feet upstream of Quarry Road	*752
Maps available for inspection at the Town Office, Ryegate, Vermont.	
Thetford (town), Orange County (FEMA Docket No. 6984)	
Connecticut River:	
Downstream corporate limits	*369
Upstream corporate limits	*407
Maps available for inspection at the Town Clerk's Office, Thetford, Vermont.	
West Windsor (town), Windsor County (FEMA Docket No. 6991)	
Mill Brook:	
Downstream corporate limits	*617
Upstream corporate limits	*845
Maps available for inspection at the Town Clerk's Office, Brownsville, Vermont.	
WEST VIRGINIA	
Albright (town), Preston County (FEMA Docket No. 6997)	
Cheat River:	
Approximately 1,500 feet downstream of State Route 26	*1,209
Approximately 1,800 feet upstream of Bridge and Dam for Albright Power Plant	*1,224
Maps available for inspection at the Community Building, Bishop Avenue, Albright, West Virginia.	
Belmont (town), Pleasants County (FEMA Docket No. 6991)	
Ohio River:	
At approximately .5 mile southwest along State Route 2 from its intersection with Emerald Street	*623
At approximately 800 feet northeast along State Route 2 from its intersection with Sun Street	*624
Maps available for inspection at the Town Hall, 218 Main Street, Belmont, West Virginia.	
Pleasants County (unincorporated areas) (FEMA Docket No. 6991)	
Ohio River:	
At the confluence of Bull Creek	*620
At the confluence of Bens Run	*629
Middle Island Creek:	
At the confluence with the Ohio River	*626
At the County boundary	*641
Maps available for inspection at the County Clerk's Office, Pleasants County Courthouse, St. Marys, West Virginia.	
St. Mary's (City), Pleasants County (FEMA Docket No. 6991)	
Ohio River:	
Approximately 650 feet southwest along State Route 2 from its intersection with Bridge Street	*625
At approximately 80 feet southwest along State Route 2 from its intersection with South Bradfield	*627
Middle Island Creek:	
At approximately 125 feet downstream of CSX Transportation	*626
At approximately 2,000 feet upstream of State Route 2	*626
Maps available for inspection at the Town Hall, 416 2nd Street, St. Mary's, West Virginia.	

The base (100-year) flood elevations are finalized in the communities listed below. Elevations at selected locations in each community are shown. Any appeals of the proposed base flood elevations which were received have been resolved by the Agency.

PROPOSED BASE (100-YEAR) FLOOD ELEVATIONS

Source of flooding and location	#Depth in feet above ground. *Elevation in feet (NGVD)
MAINE	
Bar Harbor (town), Hancock County (FEMA Docket No. 6974)	
Eastern Bay:	
At Hadley Point	*14
At Parker Pointg	*20
Northeast Creek: At State Route 3	*11
Frenchman Bay:	
At Dorr Point	*19
At Great Head	*33
Otter Cove:	
At Otter Creek	*12
At Otter Point	*44
Newport Cove:	
At Schooner Head Road extended	*12
At Thunder Hole	*44
Western Bay:	
At State Routes 102 and 198	*11
At Negro Point	*14
Mount Desert Narrows: At Israel Point	*14
Maps available for inspection at the Planning Department, 93 Cottage Street, Bar Harbor, Maine.	
MASSACHUSETTS	
Lowell (city), Middlesex County (FEMA Docket No. 6941)	
Merrimack River:	
Upstream side of the Pawtucket Dam	*98
Approximately 3.2 miles upstream of Pawtucket Dam	*104
Black Brook:	
Upstream side of Boston and Main Railroad crossing	*100
Approximately 0.8 mile upstream of Westford Street	*112
Beaver Brook:	
At the confluence with the Merrimack River	*70
Approximately 1,050 feet upstream of Veterans of Foreign Wars Highway	*71
Concord River:	
Upstream side of Merrimack Street	*65
Approximately 1,200 feet upstream of Interstate Route 495 East	*104
River Meadow Brook:	
Approximately 350 feet downstream of Lawrence Street	*74
Approximately 200 feet upstream of East Industrial Avenue	*109
Marginal Brook:	
Approximately 50 feet upstream of Billerica Street	*104
Approximately 1,000 feet upstream of Hollis Street	*127
Trull Brook Tributary:	
Approximately 0.7 mile downstream of Phoenix Avenue	*110
Approximately 250 feet upstream of Boston and Maine Railroad	*130
Maps available for inspection at the Building Inspector's Office, City Hall, 375 Merrimack Street, Lowell, Massachusetts.	

Issued: February 7, 1991.

C.M. "Bud" Schauerte,

Administrator, Federal Insurance Administration.

[FR Doc. 91-3611 Filed 2-14-91; 8:45 am]

BILLING CODE 6718-01-M

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 15

Restricted Frequency Bands for Non-Licensed Transmitters

AGENCY: Federal Communications Commission.

ACTION: Final rule; technical amendment.

SUMMARY: This technical amendment is being made to correct an error concerning restricted bands of operation that has been identified by the Agency in the Code of Federal Regulations.

EFFECTIVE DATE: February 15, 1991.

FOR FURTHER INFORMATION CONTACT: John A. Reed, Office of Engineering and Technology (202) 653-7313.

SUPPLEMENTARY INFORMATION:

List of Subjects in 47 CFR Part 15

Radio.

Part 15 of Title 47 of the Code of Federal Regulations is amended as follows:

1. The authority citation for part 15 continues to read as follows:

Authority: Secs. 4, 302, 303, 304, and 307 of the Communications Act of 1934, as amended, 47 U.S.C. 154, 302, 303, 304, and 307.

2. In the table following paragraph (a) of § 15.205, *Restricted bands of operation,* 2438.5–2500 printed in the third column, second line is revised to read 2483.5–2500.

Federal Communications Commission

Donna R. Searcy,

Secretary.

[FR Doc. 91-3660 Filed 2-14-91; 8:45 am]

BILLING CODE 6712-01-M

ENVIRONMENTAL PROTECTION AGENCY

48 CFR Part 1501 and 1516

[FRL-3902-1]

Acquisition Regulations: Unauthorized Commitments, Ratification and Administrative Changes

AGENCY: Environmental Protection Agency.

ACTION: Final rule; technical amendment.

SUMMARY: This document amends the Code of Federal Regulations due to amendatory language errors in two earlier rules. The two final rules were published in the **Federal Register** on May 2, 1990 at (55 FR 18340) and June 18, 1990 at (55 FR 24578).

EFFECTIVE DATE: February 15, 1991.

FOR FURTHER INFORMATION CONTACT: Paul Schaffer at (202) 382-5032.

48 CFR parts 1501 and 1516 are amended as follows:

1. The authority citation for parts 1501 and 1516 continue to read as follows:

Authority: Sec. 205(c), 63 Stat. 390, as amended, 40 U.S.C. 486(c).

PART 1501—[AMENDED]

2. Subpart 1501.6 is amended by removing §§ 1501.670–1, 1501.670–2, 1501.670–3, 1501.670–4, 1501.670–5, 1501.670–6, and 1501.670–7.

PART 1516—[AMENDED]

§ 1516.404–276 [Amended]

3. In section 1516.404–276(a) remove HCA and replace with RAD.

Dated: December 21, 1990.

John C. Chamberlin,

Director, Office of Administration.

[FR Doc. 91-2808 Filed 2-14-91; 8:45 am]

BILLING CODE 6560-50-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. 90-10; Notice 2]

RIN 2127-AD36

Federal Motor Vehicle Safety Standard Pneumatic Tires—Bead Unseating Tire Dimensions

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Final rule.

SUMMARY: This notice takes final action on a petition by the Rubber Manufacturers Association to amend Standard No. 109, *New Pneumatic Tires—Passenger Cars,* to permit the testing of 17 and 18 inch T-Type temporary spare tires. Prior to this amendment, the dimensions set forth in the table in Figure 1 for bead unseating did not permit tires of these sizes.

DATES: *Effective date:* These amendments are effective March 18, 1991.

Petitions for reconsideration: Any petitions for reconsideration of this rule must be received by NHTSA no later than March 18, 1991.

ADDRESSES: Petitions for Reconsideration of this rule should refer to Docket No. 90-10; Notice 2 and should be submitted to the following address: Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Mr. Larry Cook, Office of Crash Avoidance, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590 (202-366-4803).

SUPPLEMENTARY INFORMATION: Federal Motor Vehicle Safety Standard No. 109, *New Pneumatic Tires,* (49 CFR 571.109) contains performance requirements and tests for pneumatic tires for passenger cars, including specifications for bead unseating resistance in S4.2.2.3 and S5.2. In preparation for the test, the tire to be tested must be washed, dried, and inflated to an inflation pressure specified in Table II of the standard. Then, after mounting the wheel and tire in a fixture described in Figure 1 of the standard, a load must be applied through a testing block until the bead unseats or the specified value is reached.

A table in Figure 1 specifies dimensions of the bead unseating fixture for various wheel sizes. Among the dimensions is "dimension A for tires with maximum inflation pressure." "Dimension A" is a subsection of the bead unseating fixture from the center of the mounted wheel and tire combination to the point at which the test anvil contacts the tire at the beginning of the bead unseating test. The point of contact is the maximum section width of a properly inflated tire. The permissible wheel sizes are currently 10 inches to 17 inches, at one inch intervals.

The Rubber Manufacturers Association (RMA) petitioned the agency to amend the permissible dimensions in the bead unseating fixture specified in the table in Figure 1. It requested that in Figure 1, the table include "dimension A's" of 10.6 inches for 17 inch tires and 11.4 inches for 18 inch tires having maximum inflation pressure of 60 lb/in^2. The petition stated that new "dimension A's" were needed for 17 and 18 inch T-Type tires which had been standardized by the Tire and Rim Association.

After its initial review, the agency granted the petition and issued a notice of proposed rulemaking (NPRM) to amend the table in Figure 1 in Standard No. 109. (55 FR 24280, June 15, 1990). The agency tentatively concluded in the proposal that the requested amendments would permit the introduction of 17 and 18 inch T-Type tires, for which Standard No. 109 did not contain provisions. The

notice explained that when the agency initially amended the standard to permit T-Type tires, only tires with diameters of 13 inches to 16 inches were anticipated. (44 FR 12869, March 7, 1977).

The notice continued that the "A values" in Figure 1 were uniformly derived from a formula which added a constant value of 1.9 inches after the wheel size was divided by two. Applying this formula to the proposed 17 and 18 inch tires results in values of 10.4 inches for 17 inch wheels and 10.9 inches for 18 inch wheels. In contrast, RMA recommended values of 10.6 inches and 11.4 inches, stating that these larger values would allow tires to be tested without having the test anvil come into contact with the rim during a bead unseating test. The notice proposed these larger values, which the agency tentatively concluded would more appropriately test 17 and 18 inch T-Type tires. The NPRM requested comments about the need to amend the wheel sizes in the table in Figure 1 and the appropriateness of the proposed values.

In response to the NPRM, the agency received comments from the European Tyre and Rim Technical Organisation (ETRTO) and General Motors (GM). Both commenters supported the proposal's intent. No comment opposed the proposal. NHTSA has considered the points by the commenters in developing this final rule. The commenter's significant points are addressed below, along with the agency's response to those points.

Along with supporting the proposal to add testing dimensions for 17 and 18 inch T-Type tires to the table in Figure 1, the commenters expressed additional thoughts. ETRTO requested amending the table to include additional "dimension A's" for 18 inch conventional tires and 19 inch T-Type tires. GM suggested that the agency amend Standard No. 109 by eliminating the table in Figure 1 and replacing it with a uniform formula for calculating "dimension A." Their recommended formula would be the distance between the center of the wheel to the point of maximum section width of the inflated tire mounted in the bead unseating fixture in Figure 1. GM believed that specifying this formula instead of specific numerical values for each wheel diameter would eliminate the need to amend the standard each time a tire with a new wheel diameter was introduced. It suggested that a footnote could be added to Figure 1 stating that manufacturers could increase or decrease the value for "dimension A" in specified increments if the bead unseating test could not be completed due to testing difficulties. GM further stated that to facilitate NHTSA's enforcement testing, the agency could require tire manufacturers to provide the value for "dimension A" used for its certification before conducting the bead unseating test.

Based on the reasons in the NPRM and the commenters' general agreement with the proposal, NHTSA has decided to amend the table in Figure 1 of Standard No. 109, as proposed. Accordingly, the table in Figure 1 is amended to include new "dimension A's" for 17 and 18 inch T-Type tires.

NHTSA is currently evaluating the merits of the commenters' additional recommendations about testing for bead unseating. If the agency determines that these recommendations are worthwhile, it will issue an NPRM initiating a rulemaking.

Section 103(c) of the Vehicle Safety Act requires that each order shall take effect no sooner than 180 days from the date the order is issued unless "good cause" is shown that an earlier effective date is in the public interest. Given that this amendment facilitates the introduction of certain tires without imposing additional requirements on manufacturers and that the public interest is served by not delaying the introduction of these alternative tire designs, the agency has determined that there is good cause to have the amendment become effective 30 days after publication of the final rule.

The agency has determined that the amendment is not "major" within the meaning of Executive Order 12291 and is not "significant" for purposes of the Department of Transportation's regulatory policies and procedures. NHTSA has evaluated this amendment and determined that it will impose no mandatory costs on manufacturers. This amendment merely permits manufacturers to introduce T-Type tires of larger dimensions. For those manufacturers, the costs will be minimal. It will not have an impact on the economy in excess of $100 million. Similarly, it will not result in a major change in costs or prices for consumers, individuals industries, government, or any geographic region. Nor will this action significantly affect competition. The agency has further determined that a full regulatory evaluation is not required because the rule will have minimal economic impacts.

For the same reasons discussed above, and because few tire manufacturers are small manufacturers, I certify under the Regulatory Flexibility Act that this rule will not have a significant impact on a substantial number of small entities within the meaning of the statute.

Further, NHTSA has analyzed this rulemaking action in accordance with the principles and criteria contained in Executive Order 12612 and has determined that it has no Federalism implications that warrant preparation of a Federalism report.

Finally, the agency has concluded that the environmental consequences of the proposed change will be of such limited scope that they will not have a significant effect on the quality of the human environment.

List of Subjects in 49 CFR 571

Imports, Motor vehicle safety, Motor vehicles, Rubber and rubber products, Tires.

In consideration of the foregoing, 49 CFR part 571 is amended as follows:

PART 571—[AMENDED]

1. The authority citation for part 571 continues to read as follows:

Authority: 15 U.S.C. 1392, 1401, 1403 and 1407; delegation of authority at 49 CFR 1.50.

2. In § 571-109, the Table in Figure 1 is revised to read as follows:

* * * * *

Wheel size	Dimension "A" for tires with maximum inflation pressure	
	Other than 60 lbs/in ²	60 lbs/in ²
18		11.40
17	12.00	10.60
16	11.50	9.90
15	11.00	9.40
14	10.50	8.90
13	10.00	8.40
12	9.50	
11	9.00	
10	8.50	
320mm	8.50	
340mm	9.00	
345mm	9.25	
365mm	9.75	
370mm	10.00	
390mm	11.00	
415mm	11.50	
400mm(1)	10.25	
425mm(1)	10.75	
450mm(1)	11.25	
475mm(1)	11.75	
500mm(1)	12.25	

(1) for CT tires only.

Figure 1—Bead Unseating Fixture—Dimensions in Inches

Issued on: February 11, 1991.

Jerry Ralph Curry,

Administrator.

[FR Doc. 91-3717 Filed 2-14-91; 8:45 am]

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