

provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing the GPS SIAP to RWY 28 at Santa Fe Municipal Airport, Santa Fe, NM.

**EFFECTIVE DATE:** 0901 U.T.C., August 15, 1996.

**FOR FURTHER INFORMATION CONTACT:** Chuck Frankenfield, Operation Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5591.

**SUPPLEMENTARY INFORMATION:**

**History**

On January 24, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Santa Fe, NM, was published in the Federal Register (61 FR 1862). A GPS SIAP to RWY 28 developed for Santa Fe Municipal Airport, Santa Fe, NM, requires the revision of the Class E airspace at this airport. The proposal was to revise the controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while transitioning between the enroute and terminal environments.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. However, the proposal was published with incorrect coordinates for the location of the Santa Fe Municipal Airport. The correct coordinates for the airport should have been (Lat. 35°37'00" N, long. 106°05'17" W). The description of the Class E airspace in this rule has been revised to reflect this change. The FAA has determined that this is an editorial change and will not increase the scope of this rule. Except for the non-substantive change just discussed, the rule is adopted as proposed. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations for airspace areas extending upward from 700 feet or more AGL are published in Paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, 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) amends the Class E airspace located at Santa Fe Municipal Airport,

Santa Fe, NM, to provide controlling airspace extending upward from 700 feet AGL for aircraft executing the GPS SIAP to RWY 28.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments 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 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. 40103, 40113, 40120; 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 7400.9C *Airspace Designations and Reporting Points*, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

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

\* \* \* \* \*

**ASW NM E5 Santa Fe, NM [Revised]**

Santa Fe County Municipal Airport, NM  
(Lat. 35°37'00" N, long. 106°05'17" W)  
Santa Fe VORTAC  
(Lat. 35°32'26" N, long. 106°03'54" W)

That airspace extending upward from 700 feet above the surface within a 9.7-mile radius of Santa Fe County Municipal Airport, and within 8 miles east and 4 miles west of the 165° radial of the Santa Fe VORTAC extending from the 9.7-mile radius to 20.8 miles southeast of the airport and within 2 miles each side of the 112° radial from the Santa Fe County Municipal Airport

extending from the 9.7-mile radius to 10.4 miles east of the airport.

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Issued in Fort Worth, TX on May 15, 1996.

Albert L. Viselli,

*Acting Manager, Air Traffic Division,  
Southwest Region.*

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**BILLING CODE 4910-13-M**

**14 CFR Part 71**

**[Airspace Docket No. 95-ASW-16]**

**Establishment of Class E Airspace;  
Reserve, LA**

**AGENCY:** Federal Aviation  
Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace extending upward from 700 feet above ground level (AGL) at Reserve, LA. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 17 at Saint John The Baptist Parish Airport has made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing the GPS SIAP to RWY 17 at Saint John The Baptist Parish Airport, Reserve, LA.

**EFFECTIVE DATE:** 0901 U.T.C., August 15, 1996.

**FOR FURTHER INFORMATION CONTACT:** Chuck Frankenfield, Operations Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5591.

**SUPPLEMENTARY INFORMATION:**

**History**

On January 24, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Reserve, LA, was published in the Federal Register (61 FR 1861). A GPS SIAP to RWY 17 developed for Saint John The Baptist Parish Airport, Reserve, LA, requires the establishment of the Class E airspace at this airport. The proposal was to establish controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while transitioning between the enroute and terminal environments.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA.

No comments to the proposal were received. Except for the non-substantive change just discussed and editorial changes, the rule is adopted as proposed. However, the proposal was published with an incorrect coordinates for the location of the Saint John The Baptist Parish Airport. The correct coordinates for the airport should have been (Lat. 30°05'21" N, long. 90°34'54" W). The description of the Class E airspace in this rule has been revised to reflect this change. The FAA has determined that this is an editorial change and will not increase the scope of this rule.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations for airspace areas extending upward from 700 feet or more AGL are published in Paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, 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 Class E airspace located at Saint John The Baptist Parish Airport, Reserve, LA, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the GPS SIAP to RWY 17.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments 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 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. 40103, 40113, 40120; 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 7400.9C, *Airspace Designations and Reporting Points*, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

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

\* \* \* \* \*

ASW LA E5 Reserve, LA [New]

Saint John The Baptist Parish Airport, LA (Lat. 30°05'21" N. long. 090°34'54" W.)

That airspace extending upward from 700 feet above the surface within a 6.1-mile radius of Saint John The Baptist Parish Airport.

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Issued in Fort Worth, TX, on May 15, 1996.  
Albert L. Viselli,

*Acting Manager, Air Traffic Division,  
Southwest Region.*

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### SOCIAL SECURITY ADMINISTRATION

#### 20 CFR Part 404

[Regulations No. 4]

RIN 0960–AE43

#### Federal Old-Age, Survivors and Disability Insurance; Determining Disability and Blindness; Extension of Expiration Date for Musculoskeletal System Listings

**AGENCY:** Social Security Administration.  
**ACTION:** Final rule.

**SUMMARY:** The Social Security Administration (SSA) issues listings of impairments to evaluate disability and blindness under the Social Security and supplemental security income (SSI) programs. This rule extends the expiration date for the musculoskeletal system listings. We have made no revisions to the medical criteria in the listings; they remain the same as they now appear in the Code of Federal Regulations. This extension will ensure that we continue to have medical evaluation criteria in the listings to adjudicate claims for disability based on musculoskeletal system impairments at

step three of our sequential evaluation process.

**EFFECTIVE DATE:** This regulation is effective June 4, 1996.

**FOR FURTHER INFORMATION CONTACT:** Regarding this Federal Register document—Richard M. Bresnick, Legal Assistant, Division of Regulations and Rulings, Social Security Administration, 6401 Security Boulevard, Baltimore, MD 21235, (410) 965–1758; regarding eligibility or filing for benefits—our national toll-free number, 1–800–772–1213.

**SUPPLEMENTARY INFORMATION:** On December 6, 1985, we published revised listings, including the musculoskeletal system listings (50 FR 50068), in parts A and B of appendix 1 (Listing of Impairments) to subpart P of part 404. We use the listings at the third step of the sequential evaluation process to evaluate claims filed by adults and children for benefits based on disability and blindness under the Social Security and SSI programs. The listings describe impairments considered severe enough to prevent a person from doing any gainful activity, or, for an individual under age 18 applying for SSI benefits based on disability, from functioning independently, appropriately, and effectively in an age-appropriate manner. We use the criteria in part A mainly to evaluate impairments of adults. We use the criteria in part B first to evaluate impairments of individuals under age 18. If those criteria do not apply, we may use the criteria in part A.

When we published the revised listings in 1985, we indicated that medical advances in disability evaluation and treatment and program experience would require that the listings be periodically reviewed and updated. Accordingly, we established a date of December 6, 1990, for the musculoskeletal system listings in part A, and December 6, 1993, for the musculoskeletal system listings in part B, on which the listings would no longer be effective unless extended by the Secretary of Health and Human Services (the Secretary) or revised and promulgated again. Under section 102 of the Social Security Independence and Program Improvements Act of 1994, Public Law 103–296, this rulemaking authority was transferred from the Secretary to the Commissioner of Social Security (the Commissioner).

Subsequently, we issued a final rule on December 12, 1990 (55 FR 51100), extending the expiration date of the musculoskeletal system listings in part A to June 6, 1992, and again on June 5, 1992 (57 FR 23946), extending that expiration date to December 6, 1993.