

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 TX E5 Seymour, TX [New]

Seymour, Seymour Municipal Airport, TX (lat. 33°38'55" N., long. 99°15'38" W.)

That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of Seymour Municipal Airport.

* * * * *

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

Albert L. Viselli,
*Acting Manager, Air Traffic Division,
Southwest Region.*

[FR Doc. 96–13938 Filed 6–5–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 95–ASW–08]

Revision of Class E Airspace; Artesia, NM

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the Class E airspace extending upward from 700 feet above ground level (AGL) at Artesia, NM. The development of a new Global Positioning System (GPS) standard instrument approach procedure (SIAP) to Runway (RWY) 21 at Artesia Municipal 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 21 at Artesia Municipal Airport, Artesia, NM.

EFFECTIVE DATE: 0901 UTC, August 15, 1996.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Operations Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193–0530, telephone 817–222–5593.

SUPPLEMENTARY INFORMATION:

History

On July 17, 1995, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Artesia, NM, was published in the Federal Register (60 FR 36373). A new GPS SIAP to RWY 21 developed for Artesia Municipal Airport, Artesia, 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. 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) revises the Class E airspace located at Artesia Municipal Airport, Artesia, NM, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the GPS SIAP to RWY 21.

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. app. 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 Artesia, NM [Revised]

Artesia Municipal Airport, NM (lat. 32°51'91" N, long. 104°28'04" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Artesia Municipal Airport and within 1.8 miles each side of the 035° bearing from the Artesia Municipal Airport extending from the 7-mile radius to 8.1 miles northeast of the airport.

* * * * *

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

Albert L. Viselli,
*Acting Manager, Air Traffic Division,
Southwest Region.*

[FR Doc. 96–13939 Filed 6–5–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 96–ACE–2]

Amendment to Class E Airspace: Kaiser, MO; Camdenton, MO; Sedalia, MO; West Plains, MO; Point Lookout, MO; St. Charles, MO; Monett, MO; Butler, MO; Monroe City, MO; Farmington, MO; Fort Leavenworth, Sherman Army Airfield, KS; and Dodge City, KS

AGENCY: Federal Aviation Administration [FAA], DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class E airspace area at Kaiser, Lee C. Fine Memorial Airport, MO; Camdenton Memorial Airport, Camdenton, MO;

Sedalia Memorial Airport, Sedalia, MO; West Plains Municipal Airport, West Plains, MO; M. Graham Clark Airport, Point Lookout, MO; St. Charles Co. Smartt Airport, St. Charles, MO; Monett Municipal Airport, Monett, MO; Butler Memorial Airport, Butler, MO; Farmington Regional Airport, Farmington, MO; Fort Leavenworth, Sherman AAF, KS; and Dodge City Regional Airport, Dodge City, KS. This action will provide additional controlled airspace necessary for the planned SIAPs utilizing the Global Positioning System (GPS).

EFFECTIVE DATE: 0901 UTC August 15, 1996.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Operations Branch, ACE-530C, Federal Aviation Administration, 601 E. 12th St., Kansas City, MO 64106; telephone (816) 426-3408.

SUPPLEMENTARY INFORMATION:

History

On March 26, 1996, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by modifying the Class E airspace area at Kaiser, MO; Camdenton, MO; Sedalia, MO; West Plains, MO; Point Lookout, MO; St. Charles, MO; Monett, MO; Butler, MO; Monroe City, MO; Farmington, MO; Fort Leavenworth, Sherman Army Airfield, KS; and Dodge City, KS. (61 FR 13115). The proposed action would provide additional controlled airspace to accommodate the new SIAPs to the above listed airports. A minor correction is being made to the Kansas City International Airport, MO, Class E5 airspace, which contains Sherman Army Airfield, Fort Leavenworth, KS, and to geographical coordinates at certain airports and navigational aids.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Seven comments were received in support of the proposal regarding Monett, MO. Class E airspace areas extending from 700 feet or more above the surface of the Earth 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 area at the airports listed in the summary, by providing additional controlled airspace for aircraft executing the new SIAPs to the airports. A minor correction is being made to the Kansas City International Airport, MO, Class E5 airspace, which contains Sherman Army Airfield, Fort Leavenworth, KS, and to geographical coordinates at certain airports and navigational aids.

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. Therefore, this regulation (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

Aviation, 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 Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of 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 From 700 Feet or More Above the Surface of the Earth.

* * * * *

ACE MO E5 Kaiser, MO

Kaiser, Lee E. Fine Memorial Airport, MO (lat. 38°05'46"N., long. 92°32'58"W.)
Camdenton Memorial Airport, MO

(lat. 37°58'29"N., long. 92°41'30"W.)
Osage Beach, Linn Creek-Grand Glaize Memorial Airport, MO

(lat. 38°05'38"N., long. 92°40'50"W.)
Kaiser NDB

(lat. 38°05'48"N., long. 92°33'11"W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Lee C. Fine Memorial Airport and within 2.6 miles each side of the 045° bearing of the Kaiser NDB extending from the 6.5-mile radius of the Lee C. Fine Memorial Airport to 7.9 miles northeast of the airport and within a 6.3-mile radius of Camdenton Memorial Airport and within a 6.3-mile radius of Linn Creek-Grand Glaize Memorial Airport.

* * * * *

* * * * *

ACE MO E5 Sedalia, MO

Sedalia Memorial Airport, MO (lat. 38°42'25" N., long. 93°10'34" W.)

That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of Sedalia Memorial Airport and within 2.6 miles of the 011° bearing from Sedalia Memorial Airport extending from the 6.7-mile radius to 7 miles north of the airport and within 2.6 miles each side of the 178° bearing from Sedalia Memorial Airport extending from the 6.7-mile radius to 7 miles south of the airport.

* * * * *

* * * * *

ACE MO E5 West Plains, MO

West Plains Municipal Airport, MO (lat. 36°52'41" N., long. 91°54'10" W.)
Pomona NDB

(lat. 36°52'42" N., long. 91°54'02" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of West Plains Municipal Airport and within 2.6 miles each side of the 185° bearing from the Pomona NDB extending from the 6.4-mile radius of the West Plains Municipal Airport to 7.4 miles south of the NDB.

* * * * *

* * * * *

ACE MO E5 Point Lookout, MO

Point Lookout, M. Graham Clark Airport, MO (lat. 36°37'33" N., long. 93°13'44" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of M. Graham Clark Airport and within 2.6 miles each side of the 123° bearing from the M. Graham Clark Airport extending from the 6.5-mile radius to 7 miles southeast of the airport.

* * * * *

* * * * *

ACE MO E5 St. Louis, MO

Lambert-St. Louis International Airport (lat. 38°44'52" N., long. 90°21'36" W.)
Spirit of St. Louis Airport, MO (lat. 38°39'43" N., long. 90°39'104" W.)
St. Louis Regional Airport, Alton, IL

(lat. 38°53'25" N., long 90°02'46" W.)
 St. Charles County Smartt Airport, St.
 Charles, MO

(lat. 38°55'47" N., long 90°25'48" W.)
 St. Louis VORTAC
 (lat. 38°51'39" N., long 90°28'57" W.)

Foristell VORTAC
 (lat. 38°41'40" N., long 90°58'17" W.)
 ZUMAY LOM
 (lat. 38°47'17" N., long 90°16'44" W.)

OBLIO LOM
 (lat. 38°48'01" N., long 90°28'29" W.)
 Civic Memorial NDB
 (lat. 38°53'32" N., long 90°03'23" W.)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of the Lambert-St. Louis International Airport, and within 4 miles southeast and 7 miles northwest of the Lambert-St. Louis International Airport Runway 24 ILS localizer course extending from the airport to 10.5 miles northeast of the ZUMAY LOM, and within 4 miles southwest and 7.9 miles northeast of the Lambert-St. Louis Airport Runway 12R ILS localizer course extending from the airport to 10.5 miles northwest of the OBLIO LOM, and within 4 miles southwest and 7.9 miles northeast of the Lambert-St. Louis Airport Runway 30L ILS localizer southeast course extending from the airport to 8.7 miles southeast of the airport, and within a 6.6-mile radius of Spirit of St. Louis Airport and within 2.6 miles each side of the 098° radial of the Foristell VORTAC extending from the 6.6-mile radius area to 8.3 miles west of the airport, and within a 6.4-mile radius of St. Charles County Smartt Airport, and within a 6.7-mile radius of St. Louis Regional Airport, and within 4 miles each side of the 014° bearing from the Civic Memorial NDB extending from the 6.7-mile radius to 7 miles north of the airport, and within 4.4 miles each side of the 190° radial of the St. Louis VORTAC extending from 2 miles south of the VORTAC to 22.1 miles south of the VORTAC.

* * * * *
 * * * * *

ACE MO E5 Monett, MO
 Monett Municipal Airport, MO
 (lat. 36°54'32"N., long. 94°00'45"W.)
 Neosho VORTAC
 (lat. 36°50'33"N., long. 94°26'09"W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Monett Municipal Airport and within 1.8 miles each side of the Neosho VORTAC 079° radial extending from the 6.5-mile radius to 7 miles west of the airport.

* * * * *
 * * * * *

ACE MO E5 Butler, MO
 Butler Memorial Airport, MO
 (lat. 38°17'23"N., long. 94°20'24"W.)
 Butler VORTAC
 (lat. 38°16'20"N., long. 94°29'18"W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Butler Memorial Airport and within 1.8 miles each side of the 082° radial of the

Butler VORTAC extending from the 6.4-mile radius to the VORTAC.

* * * * *
 * * * * *

ACE MO E5 Monroe City, MO
 Monroe City Regional Airport, MO
 (lat. 39°38'04"N., long. 91°43'37"W.)
 Quincy VORTAC
 (lat. 39°50'53"N., long. 91°16'44"W.)

That airspace extending upward from 700 feet above the surface within a 6.2-mile radius of Monroe City Regional Airport and within 3.5 miles each side of the Quincy VORTAC 239° radial extending from the 6.2-mile radius to 7 miles northeast of the airport.

* * * * *
 * * * * *

ACE MO E5 Farmington, MO
 Farmington Regional Airport, MO
 (lat. 37°45'42"N., long. 90°25'42"W.)
 Farmington VORTAC
 (lat. 37°40'24"N., long. 90°14'03"W.)
 Perrine NDB
 (lat. 37°45'54"N., long. 90°25'45"W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Farmington Regional Airport and within 2.6 miles each side of the 034° bearing from the Perrine NDB extending from the 6.4 mile radius to 7.9 miles north of the airport, and within 2.6 miles each side of the 191° bearing from the Perrine NDB extending from the 6.4 mile radius to 7.9 miles south of the airport, and within 1.3 miles each side of the Farmington VORTAC 300° radial extending from the 6.4-mile radius to the VORTAC.

* * * * *
 * * * * *

ACE MO E5 Kansas City International Airport, MO
 Kansas City International Airport, MO
 (lat. 39°17'51"N., long. 94°42'50"W.)
 Kansas City Downtown Airport, MO
 (lat. 39°07'24"N., long. 94°35'34"W.)
 Fort Leavenworth, Sherman Army Airfield (AAF), KS
 (lat. 39°22'06"N., long. 94°54'53"W.)
 Kansas City VORTAC
 (lat. 39°16'46"N., long. 94°35'29"W.)
 DOTTE LOM
 (lat. 39°13'15"N., long. 94°45'00"W.)
 Riverside VOR/DME
 (lat. 39°07'14"N., long. 94°35'48"W.)

That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of the Kansas Coty Downtown Airport and within 3 miles each side of the 210° radial of the Riverside VOR/DME extending from the 6.7-mile radius to 12.6 miles southwest of the Downtown Airport, and within a 6.5 mile radius of the Sherman AAF, and within a 7.3-mile radius of the Kansas City International Airport and within 4.4 miles west of the Kansas City International Runway 19R ILS localizer north course and within 4.4 miles east of the Kansas City

International Runway 19L ILS localizer north course extending from the 7.3-mile radius to 21.7 miles north of the DOTTE LOM and within 4.4 miles each side of the 096° radius of the Kansas City VORTAC extending from the Kansas City International Airport 7.3-mile radius to 5 miles east of the Kansas City VORTAC, and within 2.5 miles west of the Kansas City International Runway 1L ILS localizer south course and within 2.5 miles east of the Kansas City International Runway 1R ILS localizer course extending from the 7.3-mile radius to 9.5 miles south of the DOTTE LOM.

* * * * *
 * * * * *

ACE KS E5 Dodge City, KS
 Dodge City Regional Airport, KS
 (lat. 37°45'47"N., long. 99°57'56"W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Dodge City Regional Airport.

* * * * *
 * * * * *

Issued in Kansas City, MO on May 10, 1996.
 Bryan H. Burleson,
Acting Manager, Air Traffic Division, Central Region.
 [FR Doc. 96-14263 Filed 6-5-96; 8:45 am]
 BILLING CODE 4910-13-M

**Federal Highway Administration
 National Highway Traffic Safety
 Administration**

23 CFR Part 1206

[Docket No. 96-02; Notice 2]

RIN 2127-AG10

**Rules of Procedure for Invoking
 Sanctions Under the Highway Safety
 Act of 1966**

AGENCY: Federal Highway Administration (FHWA) and National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Final rule.

SUMMARY: This rule replaces the outdated procedures contained in 23 CFR Part 1206 with new procedures as a part of the regulatory review directed by President Clinton on March 4, 1995. It changes the regulation to reflect the current sanction authority of 23 U.S.C. 402 and to replace the present burdensome hearing process with a simplified review process.

EFFECTIVE DATE: June 6, 1996.

FOR FURTHER INFORMATION CONTACT: In FHWA, Mila Plosky, Office of Highway Safety, 202-366-6902; or Raymond W. Cuprill, Office of the Chief Counsel, 202-366-1377. In NHTSA, Gary Butler,