

the appropriate presiding official(s). The Executive Director, or the appropriate presiding official(s) will, as a matter of course, cause a copy of the petition to revoke to be served on the party on whose behalf the subpoena was issued, but shall not be deemed to assume responsibility for such service. The Panel, Executive Director, or any other person designated by the Panel, as appropriate, shall revoke the subpoena if the evidence the production of which is required does not relate to any matter under consideration in the proceedings, or the subpoena does not describe with sufficient particularity the evidence the production of which is required, or if for any other reason sufficient in law the subpoena is invalid. The Panel, Executive Director, or any other person designated by the Panel, as appropriate, shall make a simple statement of procedural or other ground for the ruling on the petition to revoke. The petition to revoke, any answer thereto, and any ruling thereon shall not become part of the official record except upon the request of the party aggrieved by the ruling.

(f) Upon the failure of any person to comply with a subpoena issued, upon the request of any party to the proceeding, the Solicitor of the FLRA shall, on behalf of such party, institute proceedings in the appropriate district court for the enforcement thereof, unless, in the judgment of the Solicitor of the FLRA, the enforcement of such subpoena would be inconsistent with law and the policies of the Federal Service Labor-Management Relations Statute. The Solicitor of the FLRA shall not be deemed thereby to have assumed responsibility for the effective prosecution of the same before the court thereafter.

(g) All papers submitted to the Executive Director under this section shall be filed in duplicate, along with a statement of service showing that a copy has been served on the other party to the dispute.

(h)(1) Witnesses (whether appearing voluntarily or under a subpoena) shall be paid the fee and mileage allowances which are paid subpoenaed witnesses in the courts of the United States: Provided, that any witness who is employed by the Federal Government shall not be entitled to receive witness fees in addition to compensation received in conjunction with official time granted for such participation, including necessary travel time, as occurs during the employee's regular work hours and when the employee would otherwise be in a work or paid leave status.

(2) Witness fees and mileage allowances shall be paid by the party at whose instance the witnesses appear except when the witness receives compensation in conjunction with official time as described in paragraph (h)(1) of this section.

Dated: May 31, 1996.

By direction of the Panel.

Linda A. Lafferty,

Executive Director, Federal Service Impasses Panel.

[FR Doc. 96-14098 Filed 6-5-96; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Chapter I

[Summary Notice No. PR-96-2]

Petition for Rulemaking; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for rulemaking received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for rulemaking (14 CFR Part 11), this notice contains a summary of certain petitions requesting the initiation of rulemaking procedures for the amendment of specified provisions of the Federal Aviation Regulations and of denials or withdrawals of certain petitions previously received. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

FOR FURTHER INFORMATION CONTACT:

Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (b) and (f) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C. on June 3, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Disposition of Petitions

Docket No.: 23755.

Petitioner: Mr. John G. Ruddy.

Regulations Affected: 14 CFR 91.131 and 91.205.

Description of Rulechange Sought: To require antiblocking and "stuck" microphone relief circuitry in aircraft voice communication radios employed in certain high-density air traffic areas, referred to as Group I terminal control areas (TCA's), later reclassified as Class B airspace.

Petitioner's Reason for the Request: The petitioner feels antiblocking device (ABD) circuitry would provide significant safety benefits to the public. In addition, the petitioner contends that ABD circuitry would improve communication efficiency and reduce air traffic controller workload; the necessity of "go-arounds," deviations, and delays resulting in less wastage of fuel; and pilot fatigue and frustration caused by blocked messages.

Denial; May 17, 1996.

[FR Doc. 96-14265 Filed 6-5-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-ASW-07]

Proposed Establishment of Class E Airspace; Sonora, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Proposed rule; withdrawal.

SUMMARY: This action withdraws a Notice of Proposed Rulemaking (NPRM) that proposed to establish the Class E airspace at Canyon Ranch Airport, Sonora, TX. The proposal was to establish the controlled airspace extending upward from 700 feet above the ground (AGL) needed to contain aircraft executing a Very High Frequency Omnidirectional Range (VOR)/Distance Measuring Equipment (DME) standard instrument approach procedure (SIAP) to Runway (RWY) 32. The Class E airspace dimensions described in the NPRM contained a significant error; therefore, the proposal is withdrawn.

DATES: The proposed rule is withdrawn June 6, 1996.

FOR FURTHER INFORMATION CONTACT:

Donald J. Day, Operations Branch, Federal Aviation Administration, Southwest Region, Fort Worth, TX 76193-0530; telephone: (817) 222-5593.

SUPPLEMENTARY INFORMATION: On July 17, 1995, an NPRM was published in the Federal Register (60 FR 36371) to establish Class E airspace at Canyon Ranch Airport, Sonora, TX. The intended effect of the proposal was to provide adequate Class E airspace to contain aircraft executing the VOR/DME SIAP to RWY 32 at Canyon Ranch Airport. After publication of the NPRM, a significant error in the description of the proposed Class E airspace was discovered. Accordingly, the proposed rule is withdrawn.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Withdrawal of Proposed Rule

Accordingly, pursuant to the authority delegated to me, Airspace Docket No. 95-ASW-07, as published in the Federal Register on July 17, 1995 (60 FR 36371), is withdrawn.

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.

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

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

[FR Doc. 96-13928 Filed 6-5-96; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

15 CFR Part 946

[Docket No. 960418114-6137-02]

RIN 0648-AF72

Weather Service Modernization Criteria

AGENCY: National Weather Service, National Oceanic and Atmospheric Administration, Department of Commerce.

ACTION: Proposed amendment; request for comments.

SUMMARY: In accordance with the Weather Service Modernization Act, 15 U.S.C. 313n. (the Act), the National Weather Service (NWS) is proposing to amend its criteria governing the taking of certain modernization actions. This amendment would add criteria unique to closing a field office to ensure that closure actions will not result in any degradation of service.

DATES: Comments are requested by July 8, 1996.

ADDRESSES: Requests for copies of documents stated in the preamble as being available upon request and comments should be sent to Julie Scanlon, NOAA/NWS, SSMC2, Room 9332, 1325 East-West Highway, Silver Spring, Maryland 20910.

FOR FURTHER INFORMATION CONTACT: Nicholas Scheller, 301-713-0454.

SUPPLEMENTARY INFORMATION: Section 704(a) of the Act requires the NWS to contract with the National Research Council (NRC) for a review of the scientific and technical criteria for specified modernization actions. The NRC conducted this review and submitted the required report assessing the criteria to the Secretary of Commerce on July 28, 1993. Readers may obtain a copy of this Report from the contact and at the address provided above.

Section 704(b) of the Act requires the NWS to publish the criteria in the Federal Register, based on the NRC Report, after providing an opportunity for public comment and after consulting with the NRC and the Modernization Transition Committee (the Committee) established by section 707 of the Act. The NWS has already published all of the required criteria except those for closing a field office, the final step in the modernization process. These existing criteria are, or will be, set forth in Appendices A and B to the basic modernization regulations at 15 CFR part 946.

On March 2, 1994, the NWS published many of the required criteria as Appendix A to the general modernization regulations at 15 CFR part 946 (see 59 FR 9921). These criteria were published in four categories as follows:

(1) Those for modernization actions that do not require prior certification of no degradation of service, i.e., commissioning new weather observation systems and decommissioning outdated NWS radars (Appendix A, Section I.);

(2) Those for modernization actions that do require certification and are common to all such actions, e.g. providing appropriate notification in the National Implementation Plan; describing local weather characteristics and related weather concerns; and comparing services before and after the action (Appendix A, Section II.A.);¹

(3) Those for modernization actions that require certification and that are unique to consolidating field offices (Appendix A, Section II.B.); and

(4) Those for modernization actions that require certification and that are unique to

relocating field offices (Appendix A, Section II.C.).

On May 2, 1996, the NWS published proposed criteria unique to automation (see 61 FR 19594). The comment period closes on June 1, 1996. These criteria will be added as Section II.D. to Appendix A and a new Appendix B, after the NWS has time to respond to the public comments, consult with the NRC and the Committee, and publish the final version.

The present Notice proposes to further amend Appendix A to add the remaining criteria, those for final closure of a field office, as Section II.E. The proposed criteria are based on the July 28, 1993 NRC report.

Summary of NWS Modernization

The proposed closure criteria can better be understood within the context of the overall NWS modernization program. A total of 118 Weather Forecast Offices (WFO) supported by the National Centers for Environmental Prediction (NCEP) and 13 modernized River Forecast Centers (RFC) will exist in the modernized and restructured NWS. Each WFO will have responsibility for all warnings and forecasts within its assigned area of responsibility which, on average, will be half a state. Modernized operations will allow forecasters to comprehensively address the air-sea environment in their assigned area. Observation and analysis of current and expected weather conditions can be quickly and reliably completed, critical decisions made, and immediate warnings and forecasts issued.

The concept of the local data base is central to modernized operations at the WFO. The high volume of data from the local Doppler weather surveillance radar and Geostationary Operational Environmental Satellites combined with the high frequency observations from the Automated Surface Observing Systems will flow directly to the WFO. The most complete data sets will only be available to the local WFO. The modernization is allowing NWS to convert its pre-modernization network of 52 Weather Service Forecast Offices, about 200 smaller Weather Service Offices, and about 35 meteorological observatories into the modernized network of WFOs, RFCs and NCEP. For more information, see the Strategic Plan for the Modernization and Associated Restructuring of the National Weather Service, March 1989.

Transition Process

Closing a field office is the final step in an often complex transition process in which a field office is carefully

¹ The criteria common to all modernization actions requiring certification is a subset of the criteria that will be used to certify closure actions. This section of the previously published criteria is attached for reference (Attachment 1).