

Issued in Renton, Washington, on June 5, 1996.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-14692 Filed 6-11-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 96-ANM-001]

Amendment of Class E Airspace; Baker, Montana

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Baker, Montana, Class E airspace to provide additional controlled airspace necessary to accommodate a revised Global Positioning System (GPS) standard instrument approach procedure (SIAP) to the Baker Municipal Airport.

EFFECTIVE DATE: 0901 UTC, August 15, 1996.

FOR FURTHER INFORMATION CONTACT: James C. Frala, Operations Branch, ANM-532.4, Federal Aviation Administration, Docket No. 96-ANM-001, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone number: (206) 227-2535.

SUPPLEMENTARY INFORMATION:

History

On April 22, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend Class E airspace at Baker, Montana, to accommodate a revised GPS SIAP to the Baker Municipal Airport (61 FR 17607). Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward 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 listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of Federal Aviation Regulations amends Class E airspace at Baker, Montana. 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. 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 FAA 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. 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 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.

* * * * *

ANM MT E5 Baker, MT [Revised]

Baker Municipal Airport, MT
lat. 46°20'52" N, long. 104°15'34" W)

That airspace extending upward from 700 feet above the surface within a 8.9-mile radius of the Baker Municipal Airport; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 46°20'00" N, long. 104°45'00" W; to lat. 46°30'30" N, long. 104°31'00" W; to lat. 46°37'00" N, long. 104°31'00" W; to lat. 46°37'00" N, long. 103°59'40" W; to lat. 46°37'55" N, long. 103°53'45" W; to lat. 46°25'45" N, long. 103°37'30" W; to lat. 46°17'30" N, long. 103°48'15" W; to lat. 45°40'00" N, long. 103°00'50" W; to lat. 45°35'30" N, long. 103°01'45" W; to lat. 45°55'20" N, long. 103°53'15" W; to lat. 46°00'00" N, long. 104°13'00" W; to lat. 46°04'20" N, long. 104°10'45" W; to the point of beginning; excluding that portion within the Bowman

Municipal Airport, ND, 1,200-foot Class E airspace area.

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Issued in Seattle, Washington, on May 28, 1996.

Richard E. Prang,

Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 96-14878 Filed 6-11-96; 8:45 am]

BILLING CODE 4910-13-M

Office of the Secretary

14 CFR Part 399

RIN 2105-AC43

Editorial Changes to Policies Relating to Accounts and Reports

AGENCY: Office of the Secretary, DOT.

ACTION: Final rule.

SUMMARY: The Department of Transportation amends its regulations in order to remove redundant provisions. This rule makes no substantive changes to current regulations. This action is taken in response to the President's Regulatory Reinvention Initiative.

EFFECTIVE DATE: This rule is effective on July 12, 1996.

FOR FURTHER INFORMATION CONTACT: Bernie Stankus, Regulations Division, Office of Airline Information, K-25, U.S. Department of Transportation, 400 Seventh Street SW., Washington, DC 20590, (202) 366-4387, or M. Clay Moritz, (202) 366-4385.

SUPPLEMENTARY INFORMATION:

Background and Purpose

Subpart D of 14 CFR Part 399 is being removed as superfluous. Section 399.50 is redundant to section 241.22(c); section 399.51 is redundant to section 241.22(b)(3); and section 399.52 is redundant to section 241.2-4(d). The policies regarding extensions of time for filing reports, confidential treatment of unaudited preliminary year-end reports, and retroactive adjustments of expenses remain unchanged.

Notice and Opportunity for Public Comment Unnecessary

Since this change relates to departmental management, organization, procedure, and practice, notice and comment are unnecessary. The changes made in this document are ministerial, removing redundant material.

Regulatory Evaluation

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866. It has not been

reviewed by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040, February 26, 1979). As this rule removes redundant provisions, it will not impose any costs on the public.

Regulatory Flexibility Act

The Department certifies that this rule will not have a significant economic impact on a substantial number of small entities. It is editorial in nature and will not change the underlying Departmental policy.

Paperwork Reduction Act

This rule contains no reporting or recordkeeping requirements.

Federalism

The Department of Transportation has analyzed this rule under the principles and criteria in Executive Order 12612 and has determined that this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

National Environmental Protection Act

The Department of Transportation has also analyzed the proposed amendments for the purpose of the National Environmental Protection Act. The amendments will not have any impact on the quality of the human environment.

List of Subjects in 14 CFR Part 399

Administrative practice and procedure, Air carriers, Air rates and fares, Air taxis, Consumer protection, Small businesses.

For the reasons set out in the preamble, the Department of Transportation amends 14 CFR Part 399 as set forth below.

PART 399—STATEMENTS OF GENERAL POLICY

1. The authority citation for part 399 continues to read as follows:

Authority: 49 U.S.C. chapters 401, 411, 413, 415, 417, 419, 461.

§ 399.50 [Removed]

2. Section 399.50 is removed.

§ 399.51 [Removed]

3. Section 399.51 is removed.

§ 399.52 [Removed]

4. Section 399.52 is removed.

Issued in Washington, DC, on March 31, 1996.

Charles Hunnicutt,

Assistant Secretary for Aviation and International Affairs.

[FR Doc. 96-14730 Filed 6-11-96; 8:45 am]

BILLING CODE 4910-62-P

14 CFR Part 399

RIN 2105-AC54

Interlocking Relationships Between an Air Carrier and a Person Controlling Another Air Carrier

AGENCY: Office of the Secretary, DOT.

ACTION: Final rule; removal.

SUMMARY: This action removes an outdated policy statement of the Civil Aeronautics Board concerning interlocking agreements between an air carrier and a person controlling an air carrier. The action is in response to the President's Regulatory Reinvention Initiative and is designed to eliminate an obsolete provision.

EFFECTIVE DATE: July 12, 1996.

FOR FURTHER INFORMATION CONTACT:

Alexander J. Millard, Office of the General Counsel, Room 4102, U.S. Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590, or by telephone at (202) 366-9285.

SUPPLEMENTARY INFORMATION: This regulation was promulgated by the now-defunct Civil Aeronautics Board in 1967 (32 FR 3818, March 8, 1967). The Civil Aeronautics Board issued this regulation to make it clear that section 409 was to be interpreted as prohibiting interlocking relationships between an air carrier and a person controlling an air carrier. Section 409, however, along with the authority of the Secretary of Transportation under this section, ceased to be effective on January 1, 1989. See Civil Aeronautics Board Sunset Act of 1984, Public Law 98-443, 98 Stat. 1703, section 3(c)(7). Consequently, the instant regulation is obsolete and should be removed.

This final rule is considered to be a nonsignificant rulemaking under DOT's regulatory policies and procedures, 44 FR 11034. The final rule was not subject to review by the Office of Information and Regulatory Affairs pursuant to Executive Order 12866. The rule will have no economic impact, and accordingly no regulatory evaluation has been prepared. The final rule has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that it does not have

sufficient federalism implications to warrant the preparation of a Federalism Assessment. The rule has also been reviewed under the Regulatory Flexibility Act. I certify that this rule would not have a significant economic impact on a substantial number of small entities under the meaning of the Regulatory Flexibility Act. There are no paperwork burdens associated with this rule under the Paperwork Reduction Act. Because this rule simply removes an obsolete provision, notice and comment are unnecessary and contrary to the public interest.

List of Subjects in 14 CFR Part 399

Administrative practice and procedure, Air carriers, Air rates and fares, Air taxis, Consumer protection, Small business.

For the reasons set forth above, the Department of Transportation is amending 14 CFR part 399 to read as follows:

PART 399—[AMENDED]

1. The authority citation for part 399 continues to read as follows:

Authority: 49 U.S.C. Chapters 401, 411, 413, 415, 417, 419, 161.

§ 399.92 [Removed]

2. Section 399.92 is removed.

Issued this 31st day of May 1996 at Washington, DC.

Charles A. Hunnicutt,

Assistant Secretary for Aviation and International Affairs.

[FR Doc. 96-14616 Filed 6-11-96; 8:45 am]

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CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Parts 1010 and 1019

Noncomplying, Misbranded, or Banned Products: Recodification of Statement of Policy Concerning Export and Procedures for Export

AGENCY: Consumer Product Safety Commission.

ACTION: Amendment of rules.

SUMMARY: The Commission is recodifying and consolidating its regulations governing Procedures for Export of Noncomplying Products and policy statement concerning Exportation of Noncomplying, Misbranded, or Banned Products. The regulations governing procedures for export of noncomplying products, originally codified as 16 CFR part 1019, are recodified as 16 CFR part 1019, subpart