

Federal Aviation Administration, Operations Branch, ANM-530, 1601 Lind Avenue SW., Renton, Washington 98055-4056. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend Class E airspace at Cortez, Colorado, to accommodate a new GPS SIPA to the Cortez-Montezuma County Airport. The area would be depicted on aeronautical charts for pilot reference. 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 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed 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, when promulgated, 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).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

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

* * * * *

ANM CO E5 Cortez, CO [Revised]

Cortez-Montezuma County Airport, CO
(Lat. 37°18'11" N, long. 108°37'41" W)
Cortez VOR/DME
(Lat. 37°23'23" N, long. 108°33'42" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Cortez-Montezuma County Airport, and within 3.1 miles each side of the Cortez VOR/DME 184° and 004° radials extending from the 7-mile radius to 10.1 miles north of the VOR/DME; that airspace extending upward from 1,200 feet above the surface beginning at lat. 37°52'00" N, long. 108°52'00" W; to lat. 37°48'00" N, long. 108°29'00" W; to lat. 37°40'00" N, long. 108°22'00" W; to lat. 37°16'00" N, long. 108°22'00" W, to lat. 37°12'00" N, long. 108°31'30" W; to lat. 37°04'00" N, long. 108°37'00" W; to lat. 37°04'00" N, long. 108°57'00" W; to lat. 37°16'00" N, long. 108°50'00" W; to lat. 37°30'00" N, long. 109°03'00" W; to lat. 37°47'00" N, long. 109°03'00" W; thence to the point of beginning

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Issued in Seattle, Washington, on November 14, 1996.

Glenn A. Adams III,

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

[FR Doc. 96-30523 Filed 11-27-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-ASO-29]

Proposed Establishment of Class E Airspace, Thomson, GA; and Proposed Amendment of Class E Airspace, Augusta, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to establish Class E airspace at Thomas, GA, for the Thomson-McDuffie Airport. Currently the Class E airspace area for the airport is included in the Augusta, GA, Class E airspace area. The McDuffie NDB was relocated from an off-airport to

an on-airport site. As a result the NDB Standard Instrument Approach Procedure (SIAP) has been revised. The subsequent airspace review revealed that less Class E airspace was now required for the Thomson-McDuffie Airport. As a result, the reduced Class E airspace area for the Thomson-McDuffie Airport no longer intersects the remainder of the Augusta Class E airspace area. Therefore, it is necessary to establish stand alone Class E airspace extending upward from 700 feet above the surface (AGL) at Thomson, GA, for the Thomson-McDuffie Airport and amend the Augusta, GA, Class E airspace area by removing the airspace previously required for the Thomson-McDuffie Airport.

DATES: Comments must be received on or before January 7, 1997.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Docket No. 96-ASO-29, Manager, Operations Branch, ASO-530, P.O. Box 20636, Atlanta, Georgia 30320.

The official docket may be examined in the Office of the Assistant Chief Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, telephone (404) 305-5586.

FOR FURTHER INFORMATION CONTACT: Benny L. McGlamery, Operations Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 96-ASO-29." The postcard will be date/time stamped and returned to the commenter. All communications received before the

specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of the comments received. All comments submitted will be available for examination in the Office of the Assistant Chief Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, both before and after the closing date for comments. A report summarizing public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Manager, Operations Branch, ASO-530, Air Traffic Division, P.O. Box 20636, Atlanta, Georgia 30320.

Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRMs should also request a copy of Advisory Circular No. 11-2A which describes the application procedure.

The Proposal

The FAA is considering an amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to establish Class E airspace at Thomson, GA, for the Thomson-McDuffie Airport. Currently the Class E airspace area for the airport is included in the Augusta, GA, Class E airspace area. The McDuffie NDB was relocated from an off-airport to an on-airport site. As a result the NDB Standard Instrument Approach Procedure (SIAP) has been revised. The subsequent airspace review revealed that less Class E airspace was now required for the Thomson-McDuffie Airport. As a result, the reduced Class E airspace area for the Thomson-McDuffie Airport no longer intersects the remainder of the Augusta Class E airspace area. Therefore, it is necessary to establish stand alone Class E airspace extending upward from 700 feet above the surface (AGL) at Thomson, GA, for the Thomson-McDuffie Airport and amend the Augusta, GA, Class E airspace area by removing the airspace previously required for the Thomson-McDuffie Airport. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface are published in Paragraph 6005 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation

listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed 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, when promulgated, 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).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 Federal Aviation Administration Order 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet above the surface of the earth.

* * * * *

ASO GA E5 Thomson, GA [New]

Thomson-McDuffie Airport, GA
(Lat. 33°31'47" N, long. 82°31'00" W)

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of Thomson-McDuffie Airport.

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ASO GA E5 Augusta, GA [Revised]

Augusta, Bush Field, GA
(Lat. 33°22'12" N, long. 81°57'52" W)

Bushe NDB
(Lat. 33°17'13" N, long. 81°56'49" W)

Daniel Field

(Lat. 33°27'59" N, long. 82°02'21" W)

Burke County Airport

(Lat. 33°02'28" N, long. 82°00'14" W)

Burke County NDB

(Lat. 33°02'33" N, long. 82°00'17" W)

That airspace extending upward from 700 feet above the surface within an 8.2-mile radius of Bush Field and within 8 miles west and 4 miles east of Augusta ILS localizer south course extending from the 8-mile radius to 16 miles south of the Bushe NDB, and within a 6.3-mile radius of Daniel Field, and within a 6.2-mile radius of Burke County Airport and within 3.5 miles each side of the 243° bearing from the Burke County NDB extending from the 6.2-mile radius to 7 miles southwest of the NDB.

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Issued in College Park, Georgia, on November 18, 1996.

Wade T. Carpenter,

Acting Manager, Air Traffic Division Southern Region.

[FR Doc. 96-30524 Filed 11-27-96; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Ch. I.

[Docket No. 96N-0364]

RIN 0905-AD91

Regulation of Medical Foods

AGENCY: Food and Drug Administration, HHS.

ACTION: Advance notice of proposed rulemaking.

SUMMARY: The Food and Drug Administration (FDA) is soliciting comments to initiate a reevaluation of its approach to the regulation of the broad group of heterogeneous products that are marketed as medical foods. FDA's goal is to arrive at a regulatory regime that will ensure that: These products are safe for their intended uses, especially because they are likely to be the sole or a major source of nutrients for sick and otherwise vulnerable people; claims for these products are truthful, not misleading, and supported by sound science; and the labeling of these products is adequate to inform consumers about how to use them in a safe and appropriate manner. The agency believes that there is a need to reevaluate its policy for regulating medical foods because of a number of developments, including enactment of a statutory definition of "medical food," the rapid increase in the variety and number of products that are marketed as medical foods, safety problems