

**SUMMARY:** This amendment modifies the Class E airspace area at Charles City, IA to accommodate a planned Standard Instrument Approach Procedure (SIAP) at the Charles City Municipal Airport. This action will provide for additional controlled airspace necessary for the planned SIAP utilizing the relocated Non-directional Radio Beacon (NDB).  
**EFFECTIVE DATE:** 0901 U.T.C. April 25, 1996.

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

#### **SUPPLEMENTARY INFORMATION:**

##### **History**

On December 1, 1995, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by modifying the Class E airspace area at Charles City, IA (60 FR 61666). The proposed action would provide additional controlled airspace to accommodate the new SIAP to Charles City Municipal Airport.

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. 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 Charles City, IA, by providing additional controlled airspace for aircraft executing the new SIAP to the airport.

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 IA E5 Charles City, IA [Revised]

Charles City Municipal Airport, IA  
 (Lat. 43°04'21"N, long. 92°36'39"W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Charles City Municipal Airport.

\* \* \* \* \*

Issued in Kansas City, MO on January 22, 1996.

Herman J. Lyons, Jr.,

Manager, Air Traffic Division, Central Region.

[FR Doc. 96-4379 Filed 2-26-96; 8:45 am]

**BILLING CODE 4910-13-M**

#### **14 CFR Part 71**

##### **[Airspace Docket No. 95-ACE-14]**

##### **Amendment to Class E Airspace; Atlantic, IA**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment modifies the Class E airspace area at Atlantic, IA, to accommodate a planned Standard Instrument Approach Procedure (SIAP) at the Atlantic Municipal Airport. This action will provide for additional controlled airspace necessary for the

planned SIAP utilizing the Global Positioning System (GPS).

**EFFECTIVE DATE:** 0901 UTC June 20, 1996.

##### **FOR FURTHER INFORMATION CONTACT:**

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

##### **SUPPLEMENTARY INFORMATION:**

##### **History**

On December 20, 1995, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by modifying the Class E airspace area at Atlantic, IA (60 FR 65604). The proposed action would provide additional controlled airspace to accommodate the new SIAP to Atlantic Municipal Airport.

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. Class E airspace areas extending from 700 feet or more above the surface of the earth are published in paragraphs 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 Atlantic, IA, by providing additional controlled airspace for aircraft executing the new SIAP to the airport.

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 IA E5 Atlantic, IA [Revised]

Atlantic Municipal Airport, IA  
(Lat. 41°24'26"N., long. 95°02'49"W)

Atlantic NDB  
(Lat. 41°24'14"N., long. 95°02'47"W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Atlantic Municipal Airport and within 4 miles each side of the 315° bearing from the Atlantic NDB extending from the 6.4-mile radius to 8.3 miles northwest of the airport.

\* \* \* \* \*

Issued in Kansas City, MO on January 24, 1996.

Herman J. Lyons, Jr.,  
Manager, Air Traffic Division, Central Region.  
[FR Doc. 96–4378 Filed 2–26–96; 8:45 am]

BILLING CODE 4910–13–M

**14 CFR Part 93**

[Docket No. 28473]

**High Density Traffic Airports; Slot Allocation and Transfer Method**

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

**ACTION:** Statement of policy.

**SUMMARY:** This policy statement is necessary to address the impact of airport closings and slow-downs upon slot utilization requirements due to the severe winter storm that affected several High Density Rule Traffic airports during the period January 7 through January 12, 1996.

**EFFECTIVE DATE:** February 27, 1996.

**FOR FURTHER INFORMATION CONTACT:**

Patricia R. Lane, Manager, Air Traffic Rules and Airspace Law Branch, AGC–230, Regulations Division, Office of the Chief Counsel, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267–3491.

**SUPPLEMENTARY INFORMATION:****Background**

On August 18, 1992, the FAA published in the Federal Register (57 FR 37308), an amendment to the minimum slot usage requirement of § 93.227(a) of the Federal Aviation Regulations (14 CFR 93.227(a)). This amendment increased the minimum slot usage percentage from 65 percent to 80 percent, effective January 1, 1993. A slot that is not used or operated a minimum of 80 percent of the time within the bimonthly reporting period is subject to withdrawal by the FAA.

From January 7 through 12, 1996, several airports, including three of the High Density Traffic airports, were forced to close or significantly slow down operations because of severe weather conditions along the east coast of the United States. Due to the airport closings and slow downs, many air carriers and commuters were unable to operate their slots. Many of the carriers have expressed concerns that they will not be able to reach the 80 percent minimum usage requirement due to their inability to operate their slots during those 6 days.

Even though the 80 percent minimum usage requirement takes various adverse factors into account, such as occasional mechanical problems and bad weather, the blizzard that forced the closure and slow down of operations of the airports was an extraordinary weather system of great intensity and duration and should not be considered as a normal bad weather occurrence. The FAA has decided, based on the extreme adverse weather, that operators should not be penalized if they are unable to reach the 80 percent minimum usage requirement due to the 6-day airport closure/slow-down.

This document announces FAA's policy that will allow slot holders and operators to report the slots as being used for all 6 days. In this way, no operator will be in jeopardy of losing a slot merely because the airport was closed or operations were significantly reduced.

**Statement of Policy**

When an operator submits its bi-monthly use-or-lose report, it may designate any slot scheduled for operation at a High Density Traffic

airport from January 7 through January 12, 1996, as operated. The FAA's Office of Chief Counsel, Slot Administration Office will verify that the submitted slot was scheduled, and the FAA will treat as used any slot that the holder-of-record or operator-of-record was scheduled to operate over the specified 6 day period.

Issued in Washington, DC on February 21, 1996.

Nicholas G. Garaufis,  
Chief Counsel.

[FR Doc. 96–4384 Filed 2–26–96; 8:45 am]

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**DEPARTMENT OF THE TREASURY****Internal Revenue Service****26 CFR Part 1**

[TD 8642]

RIN 1545–AR48; 1545–AR93

**Recognition of Gain or Loss by Contributing Partner on Distribution of Contributed Property or Other Property; Correction**

**AGENCY:** Internal Revenue Service, Treasury.

**ACTION:** Correction to final regulations.

**SUMMARY:** This document contains corrections to final regulations (TD 8642), which were published in the Federal Register on Tuesday, December 26, 1995 (60 FR 66727) relating to the recognition of gain or loss on certain distributions of contributed property by a partnership, and to the recognition of gain on certain distributions to a contributing partner.

**EFFECTIVE DATE:** January 9, 1995.

**FOR FURTHER INFORMATION CONTACT:**

Stephen J. Coleman at (202) 622–3060, (not a toll-free number).

**SUPPLEMENTARY INFORMATION:****Background**

The final regulations that are the subject of these corrections are under sections 704 and 737 of the Internal Revenue Code.

**Need for Correction**

As published, the final regulations contain errors which may prove to be misleading and are in need of clarification.

**Correction of Publication**

Accordingly, the publication of the final regulations (TD 8642), which are the subject of FR Doc. 95–30870, is corrected as follows: