

area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

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Paragraph 6002 Class E Airspace Areas Designated as a Surface Area for an Airport.

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ASO GA E2 Marietta, GA [New]

Cobb County-McCollum Field, GA
(Lat. 34°00'47" N, long. 84°35'55" W)
Dobbins ARB (NAS Atlanta)
(Lat. 35°54'55" N, long. 84°30'59" W)

Within a 4-mile radius of Cobb County-McCollum Field, excluding that airspace southeast of a line connecting the 2 points of intersection with a 5.5-mile radius centered on Dobbins ARB (NAS Atlanta). This Class E airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

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ASO GA E2 Marietta, GA [Revised]

Dobbins ARB (NAS Atlanta), GA
(Lat. 33°54'55" N, long. 84°30'59" W)
Cobb County-McCollum Field
(Lat. 34°00'47" N, long. 84°35'55" W)
Fulton County Airport-Brown Field
(Lat. 33°46'45" N, long. 84°31'17" W)

Within a 5.5-mile radius of Dobbins ARB (NAS Atlanta), excluding that airspace northwest of a line connecting the 2 points of intersection with a 4-mile radius centered on Cobb County-McCollum Field, and also excluding that airspace south of a line connecting the 2 points of intersection with a 4-mile radius centered on Fulton County Airport-Brown Field. This Class E airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

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Paragraph 6004 Class E Airspace Areas Designated as an Extension to a Class D Surface Area.

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ASO GA E4 Atlanta Dobbins AFB, GA [Removed]

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Issued in College Park, Georgia, on March 6, 1995.

Michael J. Powderly,

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

[FR Doc. 95-6514 Filed 3-15-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-ANM-8]

Proposed Amendment to Class D Airspace; Ogden, Utah

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This proposed rule would amend the Ogden, Utah, Class D airspace, based on the results of an airspace review. This proposal would amend the ceiling altitude and the geographic size of the Ogden, Utah, Class D airspace area. The amendment would bring publications up-to-date giving continuous information to the aviation public.

DATES: Comments must be received on or before April 15, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, System Management Branch, ANM-530, Federal Aviation Administration, Docket No. 95-ANM-8, 1601 Lind Avenue S.W., Renton, Washington 98055-4056.

The official docket may be examined at the same address.

An informal docket may also be examined during normal business hours at the address listed above.

FOR FURTHER INFORMATION CONTACT: James Riley, System Management Branch, ANM-530, Federal Aviation Administration, Docket No. 95-ANM-8, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone number: (206) 227-2537.

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 number 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. 95-ANM-8." The postcard will be date/

time stamped and returned to the commenter. All communications received on or 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 comments received. All comments submitted will be available for examination at the address listed above both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, System Management Branch, ANM-530, 1601 Lind Avenue S.W., 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 D airspace at Ogden, Utah. This proposal would amend the ceiling altitude and the geographic size of the Ogden, Utah, Class D airspace area. The coordinates for this airspace docket are based on North American Datum 83. Class D airspace is published in Paragraph 5000 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class D 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. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., 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 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 5000 Class D Airspace

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ANM UT D Ogden-Hinckley Airport, UT [Revised]

Ogden-Hickley Airport, UT

(Lat. 41°11'46" N, long. 112°00'44" W)

Ogden, Hill AFB, UT

(Lat. 41°07'25" N, long. 111°58'23" W)

That airspace extending upward from the surface up to, but not including, 7,800 feet MSL within a 4.3-mile radius of the Ogden-Hinckley Airport, excluding the portion south of a line beginning east of the airport at the intersection of the 4.3-mile radius of the Ogden-Hinckley Airport and the 4.3-mile radius of the Hill AFB, extending west to the intersection of the 4.3-mile radius of the Ogden-Hinckley and the 4.3-mile radius of the Hill AFB. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be published in the Airport/Facility Directory.

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Issued in Seattle, Washington, on March 6, 1995.

Richard E. Prang,

*Acting Manager, Air Traffic Division,
Northwest Mountain Region*

[FR Doc. 95–6513 Filed 3–15–95; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

15 CFR Part 944

Restricting or Prohibiting Attracting Sharks by Chum or Other Means in the Monterey Bay National Marine Sanctuary; Public Hearing

AGENCY: Sanctuaries and Reserves Division (SRD), Office of Ocean and Coastal Resource Management (OCRM), National Ocean Service (NOS), National Oceanic and Atmospheric Administration (NOAA), Department of Commerce.

ACTION: Notice of public hearing.

SUMMARY: The National Oceanic and Atmospheric's Sanctuaries and Reserves Division (SRD) is considering amending the regulations for the Monterey Bay National Marine Sanctuary (MBNMS or Sanctuary) to restrict or prohibit the attracting of sharks by the use of chum or other means in the MBNMS. An advance notice of proposed rulemaking published February 28, 1995 (60 FR 10812) discussed the reasons SRD is considering restricting or prohibiting this activity in the MBNMS. A 30-day comment period closes on March 30, 1995. A public hearing has been scheduled to assist in maximizing public comment on this issue.

Individuals wishing to make a statement will be required to sign up at the door and will be limited to three minutes.

DATES: The hearing will be held on Wednesday, March 22, 1995, starting at 7:00 p.m.

ADDRESSES: The hearing will be held at the Cabrillo College, 500 Building, Room 507, 6500 Sequel Drive, Aptos, California, 95003.

FOR FURTHER INFORMATION CONTACT: Aaron King at (408) 647–4257 or Elizabeth Moore at (301) 713–3141.

(Federal Domestic Assistance Catalog Number 11.429, Marine Sanctuary Program)

Dated: March 13, 1995.

W. Stanley Wilson,

Assistant Administrator for Ocean Services and Coastal Zone Management.

[FR Doc. 95–6642 Filed 3–15–95; 8:45 am]

BILLING CODE 3510–08–M

RAILROAD RETIREMENT BOARD

20 CFR Part 335

RIN: 3220–AB11

Sickness Benefits

AGENCY: Railroad Retirement Board.

ACTION: Proposed rule.

SUMMARY: The Railroad Retirement Board (Board) hereby proposes to amend its regulations under the Railroad Unemployment Insurance Act (RUIA) to permit a “physician assistant-certified” to execute a statement of sickness in support of payments of sickness benefits under the RUIA. The proposed rule would also eliminate certain obsolete language.

DATES: Comments must be submitted on or before April 17, 1995.

ADDRESSES: Secretary to the Board, Railroad Retirement Board, 844 Rush Street, Chicago, Illinois 60611.

FOR FURTHER INFORMATION CONTACT: Thomas W. Sadler, Assistant General Counsel, Railroad Retirement Board, 844 Rush Street, Chicago, Illinois 60611, (312) 751–4513, TDD (312) 751–4701, TDD (FTS (312) 386–4701).

SUPPLEMENTARY INFORMATION: Section 335.2(a)(2) provides that in order to be entitled to sickness benefits under the RUIA, a claimant must provide a “statement of sickness”. Section 335.3(a) of the Board’s regulations lists the individuals from whom the Board will accept a statement of sickness. That list does not currently include physician assistants. In many parts of the country, physician assistants are more accessible (and their services less expensive) than licensed medical doctors (MD’s). Under present regulations, the Board will not accept a statement of sickness or supplemental statement of sickness from a physician assistant unless there is some followup verification that the physician assistant completed the statement under the supervision of an MD. This is administratively costly and in many cases unnecessarily delays payment of sickness benefits. Thus, the Board proposes to add “physician assistant-certified” to its list of individuals from whom it will accept a statement of sickness.

The Board also proposes to amend section 335.4(d)(5) of its regulations by deleting the first sentence of paragraph (d)(5), which relates to the filing of a statement of sickness by a female employee whose claim for sickness benefits is based upon pregnancy, miscarriage or childbirth. The special form required by paragraph (d)(5) is no longer used, since, for purposes of filing for sickness benefits, a distinction is no longer made between pregnancy, miscarriage or childbirth and other illnesses.

The Board has determined that this is not a major rule for purposes of Executive Order 12866. Therefore, no regulatory analysis is required. The