

(1) Install a placard either on each side of each lavatory door over the door knob, or on each side of each lavatory door, or adjacent to each side of each lavatory door. The placards must either contain the legible words, "No Smoking in Lavatory" or "No Smoking;" or contain "No Smoking" symbology in lieu of words; or contain both wording and symbology; to indicate that smoking is prohibited in the lavatory. The placards must be of sufficient size and contrast and be located so as to be conspicuous to lavatory users.

(2) Install a placard on or near each lavatory paper or linen waste disposal receptacle door, containing the legible words or symbology indicating "No Cigarette Disposal."

(b) Within 30 days after August 6, 1974, establish a procedure that requires that no later than a time immediately after the "No Smoking" sign is extinguished following takeoff, an announcement be made by a crewmember to inform all aircraft occupants that smoking is prohibited in the aircraft lavatories; except that, if the aircraft is not equipped with a "No Smoking" sign, the required procedure must provide that the announcement be made prior to each takeoff.

(c) Within 180 days after August 6, 1974, or before the accumulation of any time in service on a new production aircraft, whichever occurs later, except that new production aircraft may be flown in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to a base where compliance may be accomplished, install a self-contained, removable ashtray on or near the entry side of each lavatory door. One ashtray may serve more than one lavatory door if the ashtray can be seen readily from the cabin side of each lavatory door served.

(d) Within 30 days after August 6, 1974, and thereafter at intervals not to exceed 1,000 hours time-in-service from the last inspection; accomplish the following:

(1) Inspect all lavatory paper and linen waste receptacle enclosure access doors and disposal doors for proper operation, fit, sealing, and latching for the containment of possible trash fires.

(2) Correct all defects found during the inspections required by paragraph (d)(1) of this AD.

(e) Upon the request of an operator, the FAA Principal Maintenance Inspector may adjust the 1,000 hour repetitive inspection interval specified in paragraph (d)(1) of this AD to permit compliance at an established inspection period of the operator if the request contains data to justify the requested change in the inspection interval.

(f) This amendment becomes effective on June 1, 1995.

Issued in Renton, Washington, on April 26, 1995.

**James V. Devany,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95-10709 Filed 5-1-95; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 71

[Airspace Docket No. 95-ASO-2]

#### Amendment of Class D and E4 Airspace, and Establishment of Class E2 Airspace; Louisville, KY

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment modifies the Louisville Bowman Field Class D and E4 airspace areas at Louisville, KY. The VOR RWY 19 Standard Instrument Approach (SIAP) for Bowman Field has been cancelled. Therefore, a portion of the Class D and E4 airspace areas currently designated north-northeast of Bowman Field is no longer needed. Additionally, this amendment establishes Class E2 airspace for Bowman Field during the hours the tower is not in operation. The intended effect of this action is to provide adequate Class E airspace for instrument approach procedures when the tower is closed.

**DATES:** *Effective Date:* 0901 UTC, July 20, 1995.

*Comments:* Comments must be received on or before May 25, 1995.

**ADDRESSES:** Send comments on the proposal in triplicate to: Federal Aviation Administration, Docket No. 95-ASO-2, Manager, System Management 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:** Steve McDuffee, System Management Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

#### SUPPLEMENTARY INFORMATION:

##### Request for Comments on the Rule

On February 6, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying the Class D and E4 airspace areas at Louisville, KY. (60 FR 6975). This action would reduce the size of the Class D and E4 airspace areas for Bowman Field. No comments objecting to the proposal were received. However, the proposed amendment inadvertently failed to recognize the airspace requirements for an airport without a tower, or when the tower is not in operation, and IFR service is

provided by another ATC facility. Accordingly, the rule needs to provide Class E2 airspace for instrument approach procedures at Bowman Field when the tower is closed and air traffic control service is provided for IFR operations at Bowman Field by Standiford Tower. Comments are invited specifically on the establishment of Class E2 airspace for Bowman Field during the hours the Bowman tower is not in operation. This rule will become effective on the date specified in the **DATES** section. However, after the review of any comments and, if the FAA finds that further changes are appropriate, it will initiate rulemaking proceedings to extend the effective date or to amend the regulation.

Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in evaluating the effects of the rule and in determining whether additional rulemaking is needed. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the rule that might suggest the need to modify the rule.

#### The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) modifies the Class D and E4 airspace areas, and establishes Class E2 airspace at Louisville, KY, for Bowman Field. The VOR RWY 19 SIAP has been cancelled. Therefore, a portion of the Class D and E4 airspace areas currently designated north-northeast of Bowman Field is no longer needed. Additionally, this amendment establishes Class E2 airspace for Bowman Field during the hours the tower is not in operation. The intended effect of this action is to provide adequate Class E Airspace for instrument approach procedures when the tower is closed. This action improves air safety for participating and non-participating traffic. Class D airspace designations, Class E airspace areas designated as a surface area for an airport, and Class E airspace areas designated as an extension to a Class D surface area are published in Paragraphs 5000, 6002 and 6004 respectively of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994. The Class D and E airspace designations listed in this document will be published subsequently in the Order.

Under the circumstances presented, the FAA concludes that there is an immediate need to establish Class E2 airspace for Bowman Field when the tower is not in operation to ensure that participating and non-participating traffic will be able to comply with

appropriate federal regulations governing controlled airspace. Without this additional provision the rule would be incomplete and defective, and have an adverse impact on safety. Therefore, I find that notice and public procedure under 5 U.S.C. 553(b) specifically regarding the establishment of the Class E2 airspace area are impracticable and contrary to the public interest.

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 Federal Aviation Administration 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. app. 1348(a), 1354(a), 1510; EO 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 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 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*  
\* \* \* \* \*

**ASO KY D Louisville Bowman Field, KY [Revised]**

Louisville Bowman Field, KY  
(Lat. 38°13'41" N, long. 85°39'48" W.)  
Louisville Standiford Field, KY  
(Lat. 38°10'29" N, long. 85°44'11" W.)

That airspace extending upward from the surface to but not including 2,200 feet MSL within a 3.9-mile radius of Bowman Field,

excluding that portion within the Louisville Standiford Field Class C Airspace Area, and excluding that portion south of the 081° bearing from Standiford Field, and also excluding that portion north of the Louisville Standiford Field Class C Airspace Area and west of a line drawn from lat. 38°11'28" N, long. 85°42'01" W direct thru the point where the 030° bearing from Standiford Field intersects the 5-mile radius from Standiford Field to the point of intersection with the 3.9-mile radius from Bowman Field. This Class D 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.

\* \* \* \* \*

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

**ASO KY E2 Louisville Bowman Field, KY [Revised]**

Louisville Bowman Field, KY  
(Lat. 38°13'41" N, long. 85°39'48" W.)  
Louisville Standiford Field, KY  
(Lat. 38°10'29" N, long. 85°44'11" W.)

Within a 3.9-mile radius of Bowman Field, excluding that portion within the Louisville Standiford Field Class C Airspace Area, and excluding that portion south of the 081° bearing from Standiford Field, and also excluding that portion north of the Louisville Standiford Field Class C Airspace Area and west of a line drawn from lat. 38°11'28" N, long. 85°42'01" W direct thru the point where the 030° bearing from Standiford Field intersects the 5-mile radius from Standiford Field to the point of intersection with the 3.9-mile radius from Bowman 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.

\* \* \* \* \*

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

**ASO KY E4 Louisville Bowman Field, KY [Revised]**

Louisville Bowman Field, KY  
(Lat. 38°13'41" N, long. 85°39'48" W.)  
Bowman VOR/DME  
(Lat. 38°13'49" N, long. 85°39'53" W.)

That airspace extending upward from the surface within 2.4 miles each side of the Bowman VOR/DME 067° radial, extending from the 3.9-mile radius of Bowman Field to 7 miles east of the Bowman VOR/DME. 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.

\* \* \* \* \*

Issued in College Park, Georgia, on April 20, 1995.

**Stephen W. McDuffee,**  
*Acting Manager, Air Traffic Division,  
Southern Region.*

[FR Doc. 95–10770 Filed 5–1–95; 8:45 am]

BILLING CODE 4910–13–M

**14 CFR Part 71**

[Airspace Docket No. 94–ACE–16]

**Amendment to Class E Airspace;  
Monticello, MO**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the geographic coordinates of a final rule that was published in the **Federal Register** on December 28, 1994. (59 FR 66671), Airspace Docket No. 94–ACE–16.

**EFFECTIVE DATE:** Effective on May 2, 1995.

**FOR FURTHER INFORMATION CONTACT:**

Kathy J. Randolph, Airspace Technician, Air Traffic Operations Branch, ACE–530c, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone number: (816) 426–3408.

**SUPPLEMENTARY INFORMATION:**

**History**

**Federal Register** Document 94–31921, Airspace Docket No. 94–ACE–16, published on December 28, 1994 (59 FR 66671), established Class E airspace at Monticello, MO. An error was discovered in the geographic coordinates for the Monticello-Lewis County Regional Airport, MO, Class E airspace area. This action corrects that error.

**Correction to Final Rule**

Accordingly, pursuant to the authority delegated to me, the geographic coordinates for the Class E airspace area at Monticello-Lewis County Regional Airport, MO as published in the **Federal Register** on December 28, 1994, (59 FR 66671), (Federal Register Document 94–31921; page 66672, Column 1) are corrected as follows:

**§ 71.71 [Corrected]**

\* \* \* \* \*

**ACE MO E5 Monticello, MO [Corrected]**