

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 in the Rules Docket 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, Office of Public Affairs, Attention: Public Inquiry Center, APA-220, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3485. 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 extend Federal Airway V-86 from the Coppertown, MT, VOR/DME to the Missoula, MT, VOR/DME facility. The extension of V-86 would improve the efficiency of air traffic operations between the Coppertown, MT, VOR/DME and Missoula, MT, VOR/DME facilities, and would reduce pilot/controller workload. Domestic VOR Federal airways are published in paragraph 6010(a) 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 Domestic VOR Federal airway 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. 40103, 40113, 40120; E.O. 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 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 6010(a)—Domestic VOR Federal Airways

* * * * *

V-86 [Revised]

From Missoula, MT; Coppertown, MT; Whitehall, MT; Bozeman, MT; INT Bozeman 128° and Livingston, MT, 261° radials; Livingston; 11 miles, 25 miles, 85 MSL; Billings, MT; 32 miles, 35 miles, 75 MSL; Sheridan, WY; 20 miles, 45 miles, 70 MSL, 63 miles, 80 MSL, to Rapid City. SD.

* * * * *

Issued in Washington, DC, on May 23, 1995.

Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 95-13402 Filed 5-31-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 73

[Airspace Docket No. 94-ANM-25]

Proposed Reconfiguration of Restricted Area R-6714, Yakima Firing Center; Washington

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to restructure restricted airspace at Yakima Firing Center, WA. Presently, Restricted Area R-6714 is composed of five subareas: R-6714A, R-6714B, R-6714C, R-6714D, and R-6714E. This proposal

would decrease the size of areas R-6714A, R-6714C, and R-6714D by deleting the restricted airspace west of Interstate Highway 82, and the airspace south of the Yakima Firing Center property boundary. R-6714A and R-6714E would be redesigned, and three new subareas established: R-6714F, R-6714G, and R-6714H, to facilitate the release of portions of the restricted area for public access. A portion of R-6714G, and all of R-6714H, would consist of new restricted airspace. These proposed changes are the result of a Department of Army review of their overall training and operational requirements.

DATES: Comments must be received on or before July 17, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Air Traffic Division, ANM-500, Docket No. 94-ANM-25, Federal Aviation Administration, 1601 Lind Avenue SW., Renton, WA 98055-4056.

The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916, 800 Independence Avenue, SW., Washington, DC, weekdays, except Federal holidays, between 8:30 a.m. and 5 p.m.

An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Military Operations Program Office (ATM-420), Office of Air Traffic System Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-7686.

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. 94-ANM-25." The postcard will be date/

time stamped and returned to the commenter. Send comments on environmental and land use aspects to: Commander, I Corps and Fort Lewis, ATTN: AFZH-DEQ (Gary Stedman), Fort Lewis, WA 98433-5000. 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 in the Rules Docket 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, Office of Public Affairs, Attention: Public Inquiry Center, APA-220, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3485. 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 73 of the Federal Aviation Regulations (14 CFR part 73) to redesign Restricted Area R-6714, Yakima Firing Center, WA. The Department of Army has performed a review of overall training and operational requirements and has requested changes in the Yakima Firing Center restricted airspace to accommodate changes in their training tactics.

The revised restricted areas would support the firing of long-range weapons into existing impact areas, and no additional impact areas are planned. There would be no change in the other types of activities currently conducted in the R-6714 complex. In order to achieve training and operational requirements, it would be necessary to redesign R-6714A, R-6714B, R-6714C, R-6714D, and R-6714E. R-6714E is a high altitude subdivision that overlies the current restricted airspace configuration. The current subareas R-6714A, R-6714C, and R-6714D would be slightly decreased in size. Three new subareas would be established: R-6714F, R-6714G, and R-6714H. R-6714F would be formed from airspace

currently in the northwest end of the existing R-6714A. The purpose of the "F" area subdivision is to facilitate the release of restricted airspace to accommodate the VOR and GPS-A instrument approaches at Bowers Field, Ellensburg, WA. These approaches may not be utilized when the adjacent restricted area is activated. R-6714F would be activated approximately 30 days per year compared to an estimated 330 days per year for R-6714A, thus reducing the impact on instrument approach procedures at Bowers Field. R-6714G would be established using a combination of airspace comprising the northern tip of the existing R-6714A, and the designation of new restricted airspace. R-6714H would consist entirely of new restricted airspace to the north of the existing R-6714A area. Projected use for R-6714G and R-6714H is approximately 100 days per year. The high altitude subdivision, R-6714E, would be realigned so that it continues to overlie all subareas, except the new R-6714H. Under this proposal, existing restricted airspace outside the Yakima Firing Center boundary is deleted. The airspace to be deleted includes all restricted airspace west of Interstate Highway 82 and airspace south of the center property boundary. Restricted airspace would be expanded north of the present R-6714 boundary by establishing R-6714G and R-6714H. Internal boundaries of R-6714A, R-6714B, R-6714C, and R-6714D are also being redesigned to better align the airspace to accommodate the requirements of the U.S. Army.

The new R-6714 configuration would allow the activation of portions of the restricted area on an as needed basis, thus decreasing the burden on nonparticipating aircraft that normally circumnavigate the restricted areas when they are in use. The activities presently being conducted, time of use, and altitudes remain the same.

Any subsequent final rulemaking on this proposal is contingent upon Congressional approval of the Bureau of Land Management and the U.S. Army agreement on land transfer. The coordinates for this airspace docket are based on North American Datum 83. Section 73.67 of part 73 of the Federal Aviation Regulations was republished in FAA Order 7400.8B dated March 9, 1994.

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.

Environmental Impact

An environmental impact review of this proposal will be conducted by the U.S. Army and the FAA prior to an FAA final decision in any subsequent rulemaking action.

List of Subjects in 14 CFR Part 73

Airspace, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 73 as follows:

PART 73—[AMENDED]

1. The authority citation for 14 CFR part 73 continues to read as follows:

Authority: 49 U.S.C. 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 73.67 [Amended]

2. Section 73.67 is amended as follows:

R-6714A Yakima, WA [Amended]

By removing the present boundaries, altitudes, and time of use and substituting the following:

Boundaries. Beginning at lat. 46°51'15"N., long. 119°57'57"W.;

thence south along the west edge of the Columbia River

to lat. 46°42'28"N., long. 119°58'19"W.;

to lat. 46°35'04"N., long. 120°02'50"W.;

to lat. 46°37'50"N., long. 120°20'26"W.;

to lat. 46°38'29"N., long. 120°20'25"W.;

to lat. 46°38'59"N., long. 120°22'13"W.;

to lat. 46°42'19"N., long. 120°26'12"W.;

then north along the east side of Interstate Highway 82

to lat. 46°47'49"N., long. 120°21'19"W.;

to lat. 46°51'09"N., long. 120°09'02"W.;

thence to point of beginning.

Designated altitudes. Surface to but not including 29,000 feet MSL.

Time of designation. 0700-2300 local time daily; other times by NOTAM.

R-6714B Yakima, WA [Amended]

By removing the present boundaries and altitudes and substituting the following:
 Boundaries. Beginning at lat. 46°42'28"N., long. 119°58'19"W.;
 thence south along the west edge of the Columbia River
 to lat. 46°38'59"N., long. 119°56'09"W.;
 to lat. 46°38'08"N., long. 119°56'13"W.;
 to lat. 46°38'08"N., long. 119°55'04"W.;
 to lat. 46°33'55"N., long. 119°55'04"W.;
 to lat. 46°35'04"N., long. 120°02'50"W.;
 thence to point of beginning.
 Designated altitudes. Surface to but not including 29,000 feet MSL.

R-6714C Yakima, WA [Amended]

By removing the present boundaries and altitudes and substituting the following:
 Boundaries. Beginning at lat. 46°33'55"N., long. 119°55'04"W.;
 to lat. 46°32'50"N., long. 119°55'04"W.;
 to lat. 46°32'50"N., long. 120°04'25"W.;
 to lat. 46°37'03"N., long. 120°20'26"W.;
 to lat. 46°37'50"N., long. 120°20'26"W.;
 to lat. 46°35'04"N., long. 120°02'50"W.;
 thence to point of beginning.
 Designated altitudes. Surface to but not including 29,000 feet MSL.

R-6714D Yakima, WA [Amended]

By removing the present boundaries and altitudes and substituting the following:
 Boundaries. Beginning at lat. 46°38'59"N., long. 120°22'13"W.;
 to lat. 46°38'59"N., long. 120°23'45"W.;
 to lat. 46°40'34"N., long. 120°26'39"W.;
 to lat. 46°42'19"N., long. 120°26'12"W.;
 thence to point of beginning.
 Designated altitudes. Surface to but not including 29,000 feet MSL.

R-6714E Yakima, WA [Amended]

By removing the present boundaries and altitudes and substituting the following:
 Boundaries. Beginning at lat. 46°51'15"N., long. 119°57'57"W.;
 thence south along the west side of the Columbia River
 to lat. 46°42'28"N., long. 119°58'19"W.;
 thence south along the west side of the Columbia River
 to lat. 46°38'59"N., long. 119°56'09"W.;
 to lat. 46°38'08"N., long. 119°56'13"W.;
 to lat. 46°38'08"N., long. 119°55'04"W.;
 to lat. 46°33'55"N., long. 119°55'04"W.;
 to lat. 46°33'19"N., long. 119°55'04"W.;
 to lat. 46°32'50"N., long. 119°55'04"W.;
 to lat. 46°32'50"N., long. 120°04'25"W.;
 to lat. 46°37'03"N., long. 120°20'26"W.;
 to lat. 46°37'50"N., long. 120°20'26"W.;
 to lat. 46°38'29"N., long. 120°20'25"W.;
 to lat. 46°38'59"N., long. 120°22'13"W.;
 to lat. 46°38'59"N., long. 120°23'45"W.;
 to lat. 46°40'34"N., long. 120°26'39"W.;
 to lat. 46°42'19"N., long. 120°26'12"W.;
 thence north along the east side of Interstate Highway 82
 to lat. 46°47'49"N., long. 120°21'19"W.;
 thence north along the east side of Interstate Highway 82
 to lat. 46°49'35"N., long. 120°21'38"W.;
 to lat. 46°51'09"N., long. 120°21'38"W.;
 to lat. 46°51'09"N., long. 120°16'34"W.;
 to lat. 46°54'29"N., long. 120°15'04"W.;

to point of beginning.
 Designated altitudes. 29,000 feet MSL to and not including 55,000 feet MSL.

R-6714F Yakima, WA [New]

Boundaries. Beginning at lat. 46°47'49P"W., long. 120°21'19"W.;
 thence north along the east side of Interstate Highway 82
 to lat. 46°49'35"N., long. 120°21'38"W.;
 to lat. 46°51'09"N., long. 120°21'38"W.;
 to lat. 46°51'09"N., long. 120°09'02"W.;
 thence to point of beginning.
 Designated altitudes. Surface to but not including 29,000 feet MSL.
 Time of designation. Intermittent by NOTAM.

Controlling agency. FAA, Seattle ARTCC.
 Using agency. U.S. Army, Commanding General, Fort Lewis, WA.

R-6714G Yakima, WA [New]

Boundaries. Beginning at lat. 46°51'09"W., long. 120°16'34"W.;
 to lat. 46°54'29"N., long. 120°15'04"W.;
 to lat. 46°51'15"N., long. 119°57'57"W.;
 to lat. 46°51'09"N., long. 120°08'54"W.;
 thence to point of beginning.
 Designated altitudes. Surface to but not including 29,000 feet MSL.
 Time of designation. Intermittent by NOTAM.

Controlling agency. FAA, Seattle ARTCC.
 Using agency. U.S. Army, Commanding General, Fort Lewis, WA.

R-6714H Yakima, WA [New]

Boundaries. Beginning at lat. 46°54'58"W., long. 120°00'33"W.;
 excluding that airspace within a 1.5-mile radius of the Vantage Airport
 to lat. 46°54'39"N., long. 119°59'31"W.;
 thence south along the west side of the Wanapum Road
 to lat. 46°51'15"N., long. 119°57'57"W.;
 to lat. 46°54'29"N., long. 120°15'04"W.;
 to lat. 46°55'20"N., long. 120°15'04"W.;
 thence to point of beginning.
 Designated altitudes. Surface to but not including 5,500 feet MSL.
 Time of designation. Intermittent by NOTAM.

Controlling agency. FAA, Seattle ARTCC.
 Using agency. U.S. Army, Commanding General, Fort Lewis, WA.

Issued in Washington, DC, on May 23, 1995.

Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 95-13401 Filed 5-31-95; 8:45 am]

BILLING CODE 4910-13-U

ACTION: Extension of time for filing public comments.

SUMMARY: The Federal Trade Commission (the "Commission"), as part of a systematic review of all its current regulations and guides, requested public comments on April 6, 1995 about the Rule Concerning the Incandescent Lamp (Light Bulb) Industry ("Light Bulb Rule"), 60 FR 17491. The Commission solicited comments until June 6, 1995. In response to a petition from an industry group, the Commission grants an extension of the comment period.

DATES: Written comments will be accepted until August 7, 1995.

FOR FURTHER INFORMATION CONTACT: Kent C. Howerton, Attorney, Federal Trade Commission, Sixth Street & Pennsylvania Avenue NW, Washington, D.C. 20580, (202) 326-3013 (voice), (202) 326-3259 (fax).

SUPPLEMENTARY INFORMATION: As part of its periodic review of the overall costs and benefits, as well as the overall regulatory and economic impact, of all of its rules and guides, the Commission published a notice on April 6, 1995 requesting comments until June 6, 1995 concerning the Light Bulb Rule, 16 CFR Part 409. The Commission received a petition on May 9, 1995, from the Lamp Section of the National Electrical Manufacturers Association ("NEMA"), a trade association that represents light bulb manufacturers, requesting that the Commission extend the comment period for at least 60 days.¹

NEMA requests the additional time to develop consensus industry recommendations among its members regarding various differences between the Light Bulb Rule and the new lamp labeling requirements of the Rule Concerning Disclosures Regarding Energy Consumption and Water Use of Certain Home Appliances and Other Products Required under the Energy Policy and Conservation Act ("Appliance Labeling Rule"), 16 CFR Part 305. See Final rule, 59 FR 25176 (1994). NEMA believes that an extension of the comment period is justified in light of further amendments to the lamp labeling requirements of the Appliance Labeling Rule that the Commission proposed on March 22,

¹ Petition for Extension of the Public Comment Period Filed by the Lamp Section of the National Electrical Manufacturers Association, May 9, 1995, submitted by Mark L. Perlis, Counsel to NEMA Lamp Section, Dickstein, Shapiro & Morin, L.L.P., 2101 L Street NW, Washington, DC 20037-1526. The petition and Mr. Perlis' cover letter dated May 9, 1995 to Donald S. Clark, Secretary of the Commission, have been placed on the Commission's public record of this proceeding.

FEDERAL TRADE COMMISSION

16 CFR Part 409

Extension of Time; Rule Concerning Incandescent Lamp (Light Bulb) Industry

AGENCY: Federal Trade Commission.