

anticipated expenses by expected shipments of fresh Idaho-Eastern Oregon potatoes. Because that rate will be applied to actual shipments, it must be established at a rate that will provide sufficient income to pay the Committee's expenses.

The Committee met June 6, 1995, and unanimously recommended a 1995-96 budget of \$111,732, \$11,853 more than the previous year. Budget items for 1995-96 which have increased compared to those budgeted for 1994-95 (in parentheses) are: Salaries, \$63,232 (\$55,479), meetings and miscellaneous, \$2,500 (\$2,000), Federal payroll taxes, \$5,300 (\$4,700), and reserve/auto purchase, \$9,000 (\$6,000). All other items are budgeted at least year's amounts.

The Committee also unanimously recommended an assessment rate of \$0.0026 per hundredweight, the same as each year for the past decade. This rate, when applied to anticipated shipments of 34,000,000 hundredweight, will yield \$88,400 in assessment income. This, along with \$23,332 from the Committee's authorized reserve, will be adequate to cover budgeted expenses. Funds in the Committee's authorized reserve at the beginning of the 1995-96 fiscal period, estimated at about \$80,000, will be within the maximum permitted by the order of one fiscal period's expenses.

The 1993-94 budget was published in the **Federal Register** as an interim final rule on July 16, 1993 (58 FR 38274) and finalized on October 28, 1993 (58 FR 57957). That rule authorized Committee expenses of \$98,942. The Committee exceeded its authorized expenses by \$713, for total expenses of \$99,655. Funds to cover this increase were taken from the Committee's authorized reserve. The 1993-94 budget is amended to cover this increase.

While this rule will impose some additional costs on handlers, the costs are in the form of uniform assessments on all handlers. Some of the additional costs may be passed on to producers. However, these costs will be offset by the benefits derived by the operation of the marketing order. Therefore, the Administrator of the AMS has determined that this rule will not have a significant economic impact on a substantial number of small entities.

After consideration of all relevant matter presented, including the information and recommendations submitted by the Committee and other available information, it is hereby found that this rule, as hereinafter set forth, will tend to effectuate the declared policy of the Act.

Pursuant to 5 U.S.C. 553, it is also found and determined upon good cause that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice prior to putting this rule into effect, and that good cause exists for not postponing the effective date of this rule until 30 days after publication in the **Federal Register** because: (1) The Committee needs to have sufficient funds to pay its expenses which are incurred on a continuous basis; (2) the fiscal period begins on August 1, 1995, and the marketing order requires that the rate of assessment for the fiscal period apply to all assessable Idaho-Eastern Oregon potatoes handled during the fiscal period; (3) handlers are aware of this action which was unanimously recommended by the Committee at a public meeting and is similar to other budget actions issued in past years; and (4) this interim final rule provides a 30-day comment period, and all comments timely received will be considered prior to finalization of this rule.

List of Subjects in 7 CFR Part 945

Marketing agreements, Potatoes, Reporting and recordkeeping requirements.

For the reasons set forth in the preamble, 7 CFR part 945 is amended as follows:

PART 945—IRISH POTATOES GROWN IN CERTAIN DESIGNATED COUNTIES IN IDAHO AND MALHEUR COUNTY, OREGON

1. The authority citation for 7 CFR Part 945 continues to read as follows:

Authority: 7 U.S.C. 601-674.

Note: These sections will not appear in the Code of Federal Regulations.

§ 945.246 [Amended]

2. Section 945.246 is amended by removing "\$98,942" and adding in its place "\$99,655."

3. A new § 945.248 is added to read as follows:

§ 945.248 Expenses and assessment rate.

Expenses of \$111,732 by the Idaho-Eastern Oregon Potato Committee are authorized, and an assessment rate of \$0.0026 per hundredweight of assessable potatoes is established for the fiscal period ending July 31, 1996. Unexpended funds may be carried over as a reserve.

Dated: July 11, 1995.

Sharon Bomer Lauritsen,
Deputy Director, Fruit and Vegetable Division.
[FR Doc. 95-17385 Filed 7-14-95; 8:45 am]
BILLING CODE 3410-02-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 95-AWA-2]

Revocation of Class C and Class E Airspace Areas, Merced, Castle AFB, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule revokes the Class C and Class E airspace areas at Merced, Castle Air Force Base (AFB), CA, as a result of the scheduled closure of the Castle AFB on September 5, 1995.

EFFECTIVE DATE: 0901 UTC, September 5, 1995.

FOR FURTHER INFORMATION CONTACT: Norman W. Thomas, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9230.

SUPPLEMENTARY INFORMATION:

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) revokes the Class C and Class E airspace areas at Merced, Castle AFB, CA. The FAA is revoking these airspace areas as a result of the scheduled closure of the Castle AFB on September 5, 1995, including the closure of the Castle AFB air traffic operations, and its weather reporting capabilities. I find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary because this action is a minor technical amendment in which the public is not particularly interested. Class C and E airspace designations are published in paragraphs 4000 and 6003, respectively, 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 C and Class E airspace designations listed in this document will be removed subsequently from the Order.

Regulatory Evaluation Summary

Proposed changes to Federal regulations must undergo several economic analyses. First, Executive Order 12866 directs that each Federal agency shall propose or adopt a regulation only upon a reasoned determination that the benefits of the

intended regulation justify its costs. Second, the Regulatory Flexibility Act of 1980 requires agencies to analyze the economic effect of regulatory changes on small entities. Third, the Office of Management and Budget directs agencies to assess the effect of regulatory changes on international trade. In conducting these analyses, the FAA has determined that this final rule will generate benefits that justify its costs and is not "a significant regulatory action" as defined in the Executive Order and the Department of Transportation Regulatory Policies and Procedures. The final rule will not have a significant impact on a substantial number of small entities and will not constitute a barrier to international trade. These analyses, available in the docket, are summarized below.

The final rule is cost-relieving in nature. It will provide reduced navigation costs for pilots who navigate around the current Class C airspace area. Pilots will no longer face the operational requirements (i.e. communicating and complying with air traffic control) of Class C airspace in that area. In addition, since Castle AFB is being closed, the primary source of the aircraft traffic volume and complexity will be removed. This means that revoking the Class C and Class E airspace areas will not compromise safety. Therefore, the FAA finds the final rule to be cost-beneficial.

Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 (RFA) was enacted by Congress to ensure that small entities are not unnecessarily and disproportionately burdened by Federal regulations. The RFA requires a Regulatory Flexibility Analysis if a final rule will have "a significant economic impact on a substantial number of small entities." The final rule is cost-relieving in nature and will not impose any costs on small entities. Thus, the final rule will not result in "a significant economic impact on a substantial number of small entities."

International Trade Impact Assessment

The final rule will not constitute a barrier to international trade, including the export of U.S. goods and services to foreign countries and the import of foreign goods and services into the United States. The final rule will not impose costs on aircraft operators or aircraft manufacturers in the United States or foreign countries. The revocation of the Class C and Class E airspace areas will only affect U.S. terminal airspace operating procedures at and in the vicinity of Merced, Castle

AFB, CA. The final rule will not have international trade ramifications because it is a domestic airspace matter that will not impose additional costs or requirements on affected entities.

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 is revised 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 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 4000—Subpart C—Class C Airspace

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AWP CA C Merced, Castle AFB, CA
[Removed]

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Paragraph 6003—Subpart E—Class E Airspace Areas Designated as an Extension to a Class C Surface Area.

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AWP CA E3 Merced, Castle AFB, CA
[Removed]

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Issued in Washington, DC, on June 29, 1995.

Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 95-17405 Filed 7-14-95; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 95-ASW-05]

Revision of Class D Airspace; Kelly Air Force Base, San Antonio, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: This action revises the Class D airspace at Kelly Air Force Base (AFB), San Antonio, TX. This revision of Class D airspace results from an error

made during reclassification of the airspace. During reclassification, the airspace was described by reference to the 159° radial off the Kelly Tactical Air Navigation (TACAN), rather than the correct 339° radial. This action is intended to correct the Class D airspace description by correcting the radial to be flown by aircraft executing the standard instrument approach procedures at Kelly AFB, San Antonio, TX.

EFFECTIVE DATE: 0901 UTC, September 14, 1995.

Comment Date: Comments must be received on or before September 7, 1995.

ADDRESSES: Send comments on the rule in triplicate to Manager, System Management Branch, Air Traffic Division, Federal Aviation Administration Southwest Region, Docket No. 95-ASW-05, Fort Worth, TX 76193-0530. The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, Southwest Region, 2601 Meacham Boulevard, Room 663, Fort Worth, TX, between 9 AM and 3 PM, Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the System Management Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Room 414, Fort Worth, TX.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, System Management Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5593.

SUPPLEMENTARY INFORMATION:

Request for Comments on the Rule

Although this action is a final rule, which involves the revision of Class D airspace at Kelly AFB, San Antonio, TX, and was not preceded by notice and public procedure, comments are invited on the rule. This rule will become effective on September 14, 1995. 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.

Interested parties are invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. 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 required.