

from the 11-mile radius to 9.2 miles south of the EXCAL LOM, and within 4 miles east and 8 miles west of the Presque Isle VORTAC 340° radial extending from the 11-mile radius to 16 miles northwest of the Presque Isle VORTAC, and within an 8.5-mile radius of Caribou Municipal Airport, ME; excluding that airspace outside of the United States.

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Issued in Burlington, MA, on August 4, 1995.

John J. Boyce,

Acting Manager, Air Traffic Division, New England Region.

[FR Doc. 95-19906 Filed 8-11-95; 8:45 am]

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14 CFR Part 71

[Docket No. 95-ANE-23]

Establishment of Class E Airspace; Portland, ME

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment will establish Class E airspace in the vicinity of the Portland International Jetport, Portland, ME, that coincides with the hours that the associated radar approach control facility is not in operation. This action does not change the designated boundaries or altitudes of the Portland Class C airspace, but only establishes the necessary Class E airspace to provide sufficient controlled airspace for those aircraft operating under instrument flight rules (IFR) in the vicinity of the Portland International Jetport when the Portland Air Traffic Control Tower (ATCT) and Terminal Radar Control Approach Facility (TRACON) are not in operation.

EFFECTIVE DATE: 0901 UTC, September 14, 1995.

FOR FURTHER INFORMATION CONTACT: Joseph A. Bellabona, System Management Branch, ANE-530, Federal Aviation Administration, 12 New England Executive Park, Burlington, MA 01803-5299; telephone: (617) 238-7536; fax: (617) 238-7596.

SUPPLEMENTARY INFORMATION:

History

On May 17, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing Class E airspace in the vicinity of the Portland International Jetport, Portland, ME. That action was prompted by the need to establish the necessary Class E airspace to provide sufficient controlled airspace for those aircraft operating under instrument flight rules (IFR) in the vicinity of the

Portland International Jetport when the Portland Air Traffic Control Tower (ATCT) and Terminal Radar Control Approach Facility (TRACON) are not in operation. Since the Portland Class C airspace is predicated on an operational ATCT and serviced by a TRACON, Class E airspace must be defined for the hours when that facility is not in operation. This action does not change the designated boundaries or altitudes of the Portland Class C airspace. The hours of operation for the Portland ATCT are published by a Notice to Airman (NOTAM) and thereafter in the Airport/Facility Directory.

Interested parties were invited to participate in this rule making proceeding by submitting written comments on the proposal to the FAA. No comments were received. Class E airspace areas designated as a surface area for an airport are published in Paragraph 6002 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 E airspace designation in this document would be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes Class E airspace at the Portland International Jetport, Portland, ME.

The FAA has determined that this rule involves only an established body of technical regulations for which frequent and routine amendments are necessary to keep these regulations 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 economic cost will be so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, the FAA certifies 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 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., 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 6002 Class E Airspace Areas Designated as a Surface Area for an Airport
* * * * *

ANE ME E2 Portland International Jetport, ME [New]

Portland International Jetport, ME
(Lat. 43°38'46" N, long. 70°18'31" W)

Within a 5-mile radius of the Portland International Jetport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airman. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

Issued in Burlington, MA, On August 4, 1995.

John J. Boyce,

Acting Manager, Air Traffic Division, New England Region.

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CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Part 1117

Reporting Choking Incidents to the Consumer Product Safety Commission Pursuant to the Child Safety Protection Act; Revision to Interpretative Rule

AGENCY: Consumer Product Safety Commission.

ACTION: Revision to final interpretative rule.

SUMMARY: The Child Safety Protection Act ("CSPA") requires manufacturers, distributors, retailers, and importers of marbles, small balls, latex balloons, and toys or games that contain such items or other small parts, to report to the Commission when they learn of choking incidents involving such products. On February 27, 1995, the Commission issued a rule interpreting the reporting requirements of the CSPA, but left open the question of whether the reporting requirement applies to toys or games that are exempt from the Commission's