

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 part 71 continues to read as follows:

**Authority:** 49 U.S.C. 1069(g); 40103, 40113, 40120; E.O. 10854; 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

#### 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

*Paragraph 6005 Class E Airspace Areas Extending From 700 Feet or More Above the Surface of the Earth*

\* \* \* \* \*

#### ACE IA E5 Washington, IA [Revised]

Washington Municipal Airport, IA.  
(Lat. 41°16'34" N, long. 91°40'24" W).

That airspace extending upward from 700 feet above the surface within a 7-miles radius of the Washington Municipal airport and within 3.5 miles each side of the 191° bearing from the airport extending from the 7-mile radius to 13 miles sought of the airport.

\* \* \* \* \*

Issued in Kansas City, MO, on September 25, 1995.

**Richard L. Day,**

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

[FR Doc. 95-25057 Filed 10-6-95; 8:45 am]

**BILLING CODE 4910-13-M**

#### 14 CFR Parts 121, 125, and 135

[Docket No. 27229]

#### Flight Attendant Duty Period Limitations and Rest Requirements

**AGENCY:** Federal Aviation Administration.

**ACTION:** Notification of compliance date for final rule.

**SUMMARY:** This document specifies a date on and after which the Federal Aviation Administration expects full

compliance with the duty limitations and rest requirements for flight attendants as required by Amendment Nos. 121-241; 125-21; and 135-52. This action is necessary following court action that stayed the compliance date for this final rule for all affected carriers based on a petition for review of the final rule from Sun Country Airlines, Inc., and the court's subsequent denial of the petition.

**DATES:** Affected air carriers and commercial operators are notified that the FAA will begin enforcing the flight attendant duty limitations and rest requirements rules published at 59 FR 42974 (August 19, 1994) on February 1, 1996.

**FOR FURTHER INFORMATION CONTACT:** Donell Pollard, Air Transportation Division, Flight Standards Service, AFS-203, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591, (202) 267-3735.

#### SUPPLEMENTARY INFORMATION:

##### Availability of the Notice

Any person may obtain a copy of this notice by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-430, 800 Independence Ave., SW., Washington, DC 20591, or by calling (202) 267-3484. Requests must include the subject matter of this notice.

#### Background

On August 19, 1994, the Federal Aviation Administration (FAA) published in the **Federal Register** at 59 FR 42974, a final rule requiring air carriers, air taxi, and commercial operators to provide duty period limitations and rest requirements for flight attendants engaged in air transportation and air commerce. The FAA found that this action was necessary to ensure that flight attendants would be rested sufficiently to perform their routine and emergency safety duties. As a base level, the rule requires that a flight attendant be given 9 hours of rest following up to 14 hours of scheduled flight duty. However, the scheduled duty period may be extended if the carrier augments the flight attendant crew and provides additional hours of rest. The rule also provides that flight attendants be given 24 consecutive hours of rest during any 7 consecutive days. The rule contains a definition of 'rest period' as being free of all restraint or duty and free of all responsibility for work or duty should the occasion arise. The final rule also allows operators to apply pilot rest and

duty requirements to its flight attendants as an alternative to this final rule.

The final rule was effective September 19, 1994, with a compliance date of March 1, 1995, except for certain recording requirements. By publication in the **Federal Register** on October 19, 1994, the recording requirements were made effective on November 18, 1994. The compliance date of March 1, 1995, was restated in that amendment.

Sun Country Airlines challenged this rule, and on February 13, 1995, the United States Court of Appeals for the D.C. Circuit stayed the compliance date of the rule for all air carriers, air taxis and commercial operators. The Court issued its decision denying Sun Country Airlines' petition for review on May 30, 1995. A subsequent petition for rehearing and stay of its mandate were denied on August 24, 1995. The Court issued its mandate, lifting the stay, on August 25, 1995.

Because the original compliance date is now past, the FAA must establish a new date for the flight attendant rest and duty regulations. The FAA recognizes that many operators are already in compliance with the rule. The FAA also realizes that it will take some time for operators, who are not in compliance with the proposed rule, to develop and implement flight attendant schedules needed to comply with the rules. The FAA is also cognizant of the problems associated with developing schedules and adhering to those schedules during the Holiday season. Because of these considerations, the FAA is allowing sufficient time for operators to develop the procedures needed to comply with the rules. Therefore, the FAA expects full compliance with the flight attendant duty limitations and rest requirements final rule by February 1, 1996, and the FAA will take appropriate action against any operator that is not in full compliance by that date.

Issued in Washington, DC on September 28, 1995.

**Thomas C. Accardi,**

*Director, Flight Standards Service.*

[FR Doc. 95-24803 Filed 10-6-95; 8:45 am]

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