

FOR FURTHER INFORMATION CONTACT:

James Frala, ANM-535/A, Federal Aviation Administration, Docket No. 95-ANM-21, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone number: (206) 227-2535.

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. 95-ANM-21." The postcard will be date/time stamped and returned to the commenter. 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 the light of comments received. All comments submitted will be available for examination at the address listed above 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, System Management Branch, ANM-530, 1601 Lind Avenue S.W., Renton, Washington 98055-4056. 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 amend Class E airspace at St. George, Utah, to accommodate a new GPS SIAP at St. George Municipal Airport. The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in Paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation 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. 106(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 the 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 Upward From 700 Feet or More Above the Surface of the Earth

* * * * *

ANM UT E5 St. George, UT [Revised]

St. George Municipal Airport, UT
(Lat. 37°05'29"N, long. 113°35'35" W)

St. George VOR/DME
(lat. 37°05'17" N, long. 113°35'31" W)

That airspace extending upward from 700 feet above the surface within 8.3 miles northeast and 5.3 miles southwest of the St. George VOR/DME 131° and 311° radials extending from 6.1 miles northwest to 16.1 miles southeast, and within 4.3 miles each side of the St. George VOR/DME 183° radial extending from the VOR/DME to 13.5 miles south; that airspace extending upward from 1,200 feet above the surface within the 20.1-mile radius of the St. George VOR/DME, extending clockwise from the 058° radial to the 239° radial, and within 10.1 miles east and 7.4 miles west of the St. George VOR/DME 183° radial extending from the 20.1-mile radius to 32.7 miles south of the VOR/DME; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 37°57'00" N, long. 114°02'00" W; to lat. 37°46'30" N, long. 113°23'00" W; to lat. 37°38'00" N, long. 113°22'00" W; to lat. 37°38'00" N, long. 113°13'00" W; to lat. 37°17'00" N, long. 113°20'00" W; to lat. 37°12'00" N, long. 113°30'00" W; to lat. 37°15'00", long. 113°34'00" W; to lat. 37°05'00" N, long. 113°45'00" W, thence to the point of beginning.

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Issued in Seattle, Washington, on October 13, 1995.

Richard E. Prang,

Acting Assistant Manager, Air Traffic Division
Northwest Mountain Region.

[FR Doc. 95-26348 Filed 10-23-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-ANM-23]

Proposed Amendment to Class E Airspace, Sandpoint, ID

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This proposed rule would amend the Sandpoint, Idaho, Class E airspace to accommodate new instrument approach procedures and a published IFR departure procedure at Dave Wall Field, Sandpoint, Idaho. The area would be depicted on aeronautical charts for pilot reference.

DATES: Comments must be received on or before December 8, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, System Management Branch, ANM-530, Federal Aviation Administration,

Docket No. 95-ANM-23, 1601 Lind Avenue S.W., Renton, Washington 98055-4056.

The official docket may be examined at the same address.

An informal docket may also be examined during normal business hours at the address listed above.

FOR FURTHER INFORMATION CONTACT: James Frala, ANM-535/A, Federal Aviation Administration, Docket No. 95-ANM-23, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone number: (206) 227-2535.

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. 95-ANM-23." The postcard will be date/time stamped and returned to the commenter. 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 the light of comments received. All comments submitted will be available for examination at the address listed above 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.

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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 amend Class E airspace at Sandpoint, Idaho, to accommodate new instrument approach procedures and a published IFR departure procedure at Dave Wall Field, Sandpoint, Idaho. The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in Paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation 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 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

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The Proposed Amendment

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PART 71—[AMENDED]

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§71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the 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 Upward From 700 Feet or More Above the Surface of the Earth

* * * * *

ANM ID E5 Sandpoint, ID [Revised]

Dave Wall Field, Sandpoint, ID

(Lat. 48°17'48"N, long. 116°33'46"W)

Spokane Fairchild AFB, WA

(Lat. 47°37'12"N, long. 117°39'29"W)

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Dave Wall Field; that airspace extending upward from 1,200 feet above the surface bounded on the north by lat. 48°30'00"N, on the east by the Idaho/Montana state boundary, on the south by the north edge of V-120, and on the west by the 45.3-mile radius of the Fairchild AFB and the east edge of V112; excluding Federal airways.

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Issued in Seattle, Washington, on October 13, 1995.

Richard E. Prang,

Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.

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DEPARTMENT OF JUSTICE

28 CFR Part 29

[AG Order No. 1993-95]

RIN 1105-AA34

Motor Vehicle Theft Prevention Act Program Regulations

AGENCY: Department of Justice.

ACTION: Proposed rule.

SUMMARY: The United States Department of Justice is publishing a proposed rule to implement the Motor Vehicle Theft Prevention Act of 1994, 42 U.S.C. 14171, by issuing regulations to establish a national voluntary motor vehicle theft prevention program. Under this program, motor vehicle owners may sign a consent form authorizing law enforcement officers to stop their motor vehicle if it is being driven under certain specified conditions and take reasonable steps to determine whether the vehicle is being operated with the owner's consent. There are two program conditions proposed in this rule. Under the first condition, the owner may consent to have the car stopped if it is