

(RWY) 21 has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Flagstaff Pulliam Airport, Flagstaff, AZ.

**EFFECTIVE DATE:** 0901 UTC, February 29, 1996.

**FOR FURTHER INFORMATION CONTACT:** Scott Speer, Airspace Specialist, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6533.

**SUPPLEMENTARY INFORMATION:**

**History**

On November 1, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending the Class E airspace area at Flagstaff, AZ (60 FR 55503). This action would provide adequate controlled airspace to accommodate a GPS SIAP to RWY 21 at Flagstaff Pulliam Airport, Flagstaff, AZ.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations 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 designations listed in this document will be published subsequently in this Order.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace area at Flagstaff, AZ. The development of a GPS SIAP to RWY 21 has made this action necessary. The intended effect of this action is to provide adequate airspace for aircraft executing the GPS RWY 21 SIAP at Flagstaff Pulliam Airport, Flagstaff, AZ.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation—(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 10034; 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 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 14 CFR part 71 is revised 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.*

\* \* \* \* \*

AWP NV E5 Flagstaff, AZ [Revised]

Flagstaff Pulliam Airport, AZ

(Lat. 35°08'18" N, long. 111°40'17" W)

Flagstaff VOR/DME

(Lat. 35°08'50" N, long. 111°40'27" W)

That airspace extending upward from 700 feet above the surface within a 3.6-mile radius of Flagstaff Pulliam Airport, and within a 10-mile radius of the Flagstaff VOR beginning at a line 1.8 miles northeast of and parallel to the Flagstaff VOR 043° radial extending clockwise to a line 1.8 miles west of and parallel to the Flagstaff VOR 198° radial. That airspace extending upward from 1,200 feet above the surface within 8.3 miles each side of the Flagstaff VOR 127° and 307° radials, extending from 7 miles northeast to 16.5 miles southeast of the Flagstaff VOR and that airspace bounded by a line beginning at lat. 35°13'32" N, long. 111°04'31" W; to lat. 35°17'17" N, long. 111°02'35" W; to lat. 35°22'00" N, long. 111°16'43" N; to lat. 35°24'00" N, long. 111°26'16" W; to lat. 35°18'00" N, long. 111°35'33" W; thence clockwise via a 10-mile radius of the Flagstaff VOR to lat. 35°16'34" N, long. 111°32'42" W; to lat. 35°19'58" N, long. 111°24'10" W, thence to the point of beginning and that airspace bounded by a line beginning at lat. 35°03'00" N, long. 111°21'00" W; to lat. 35°02'00" N, long. 111°15'00" W; to lat. 35°01'00" N, long. 111°22'00" W, thence to the point of beginning.

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Issued in Los Angeles, California, on December 11, 1995.

Richard R. Lien,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 96-57 Filed 1-2-96; 8:45 am]

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**14 CFR Part 71**

[Airspace Docket No. 95-AWP-32]

**Amendment of Class E Airspace; Lovelock, NV**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class E airspace area at Lovelock, NV. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 1 has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Lovelock Derby Field, Lovelock, NV. **EFFECTIVE DATE:** 0901 UTC, February 29, 1996.

**FOR FURTHER INFORMATION CONTACT:** Scott Speer, Airspace Specialist, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6533.

**SUPPLEMENTARY INFORMATION:**

**History**

On October 30, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending the Class E airspace area at Lovelock, NV (60 FR 55224). This action would provide adequate controlled airspace to accommodate a GPS SIAP to RWY 1 at Lovelock Derby Field, Lovelock, NV.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations 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 designations listed in this document will be published subsequently in this Order.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR

part 71) amends the Class E airspace area at Lovelock, NV. The development of a GPS SIAP to RWY 1 has made this action necessary. The intended effect of this action is to provide adequate airspace for aircraft executing the GPS RWY 1 SIAP at Lovelock Derby Field, NV.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation—(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 10034; 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 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 14 CFR part 71 is revised 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.*

\* \* \* \* \*

AWP NV E5 Lovelock, NV [Revised]

Lovelock Derby Field, NV

(Lat. 40°03'59" N, long. 118°33'55" W)

Lovelock VORTAC

(Lat. 40°07'30" N, long. 118°34'40" W)

That airspace extending upward from 700 feet above the surface within a 4.3-mile radius of Lovelock Derby Field and within 3.5 miles each side of 349° radial of the Lovelock VORTAC, extending from the 4.3-

mile radius to the 10.4 miles north of the Lovelock VORTAC. That airspace extending upward from 1,200 feet above the surface beginning at lat. 40°37'30" N, long. 118°36'34" W; to lat. 40°12'00" N, long. 118°55'04" W; to lat. 40°03'00" N, long. 118°52'04" N; to lat. 40°22'19" N, long. 118°14'00" W; to lat. 40°32'00" N, long. 118°14'00" W; to lat. 40°23'00" N, long. 118°29'00" W; to lat. 40°27'00" N, long. 118°34'04" W, to the point of beginning and that airspace beginning at lat. 40°05'00" N, long. 118°28'29" W; to lat. 40°06'00" N, long. 118°23'04" W; to lat. 40°03'00" N, long. 118°22'04" W; to lat. 40°00'00" N, long. 118°31'44" W, thence via a 4.3-mile radius of Lovelock Derby Field to the point of beginning and that airspace bounded by a line beginning at lat. 40°23'00" N, long. 118°29'00" W; to lat. 40°32'00" N, long. 118°14'00" W; to lat. 40°22'00" N, long. 118°14'00" W; to lat. 40°18'00" N, long. 118°23'00" W, thence to the point of beginning.

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Issued in Los Angeles, California, on December 11, 1995.

Richard R. Lien,

*Manager, Air Traffic Division, Western-Pacific Region.*

[FR Doc. 96–58 Filed 1–2–96; 8:45 am]

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#### **ENVIRONMENTAL PROTECTION AGENCY**

#### **40 CFR Parts 86 and 88**

[AMS–FRL–5347–3]

RIN 2060–AF87

#### **Requirements for Determining Assigned Deterioration Factors for Alternative Fuel Vehicles, Amendments to Labelling Requirements for Inherently Low-Emission Vehicles, and Related Provisions**

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Direct final rule (DFRM).

**SUMMARY:** This rulemaking promulgates actions to clarify and streamline existing regulations for certifiers and purchasers of clean-fuel and/or alternative fuel vehicles. This rule reduces the regulatory burden for industry, and it is highly accommodating to their concerns. To temporarily reduce the certification burden of the emerging industry of aftermarket conversions of alternative fuel vehicles, EPA will take action in this rule that will provide flexibility in the regulations for the determination of assigned deterioration factors for alternative fuel vehicles.

To encourage the production of Inherently Low-Emission Vehicles

(ILEVs), this rule also promulgates an amendment to allow additional options for external ILEV label dimensions. Also in this rule, EPA will amend two California Pilot Program (CPP) requirements: the method for determining a manufacturer's clean-fuel vehicle (CFV) sales quota and the method for administering CPP credits. This amendment to the method of administering credits will reduce a manufacturer's reporting requirements by a factor of four. Finally, this rule includes several additional technical amendments to the regulations issued under Clean Fuel Fleet Program and California Pilot Program final rules.

**DATES:** This rule is effective March 4, 1996 unless notice is received by February 2, 1996 that adverse or critical comments will be submitted on a specific element of this rule. EPA will publish a timely document in the Federal Register withdrawing that portion of the rule for which adverse comments were received.

**ADDRESSES:** Interested parties may submit written comments in response to this rule (in duplicate if possible) to Public Docket Nos. A–92–30 and A–92–14 for alternative fuel vehicle provisions, Public Docket No. A–92–30 for ILEV and Clean Fuel Fleet Program provisions, and Public Docket No. A–92–69 for California Pilot Program provisions, at: Air Docket Section, U.S. Environmental Protection Agency, Attention: Docket Nos. A–92–30, A–92–14, or A–92–69, First Floor, Waterside Mall, Room M–1500, 401 M Street SW., Washington, DC 20460. A copy of the comments should also be sent to Mr. Bryan Manning (SRPB–12), U.S. EPA, Regulation Development and Support Division, 2565 Plymouth Road, Ann Arbor, MI 48105.

Materials relevant to this rule have been placed in Docket Nos. A–92–30 and A–92–14 or A–92–69 by EPA. The docket is located at the above address and may be inspected from 8 a.m. to 5:30 p.m. on weekdays. EPA may charge a reasonable fee for copying docket materials.

A copy of this action is available through the Technology Transfer Network Bulletin Board System (TTNBBS) under OMS, Rulemaking and Reporting, Alternative Fuels, Clean Fuel Fleets. TTNBBS is available 24 hours a day, 7 days a week except Monday morning from 8–12 EST, when the system is down for maintenance and backup. For help in accessing the system, call the systems operator at 919–541–5384 in Research Triangle Park, North Carolina, during normal business hours EST.