

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. 96-ANM-008." 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 NPRM by submitting a request to the Federal Aviation Administration, Operations Branch, ANM-530, 1601 Lind Avenue SW., 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 La Grande, Oregon, to accommodate a new GPS SIAP to the La Grande/Union County 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 OR E5 La Grande, OR

La Grande/Union County Airport, OR
(Lat 45°17'25" N, long. 118°00'26" W)
Walla Walla VOR/DME
(Lat 46°05'13" N, long. 118°17'33" W)

That airspace extending upward from 700 feet above the surface bounded on the north by a line beginning at lat. 45°38'59" N, long. 118°02'04" W, extending eastwardly to lat. 45°37'00" N, long. 117°44'34" W, on the east by a line extending to lat. 45°15'29" N, long. 117°49'04" W, on the south by a line extending to lat. 45°17'29" N, long. 118°07'04" W, on the west by a line extending to the point of beginning, and within a 4.3-mile radius of the La Grande/Union County Airport, that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 45°38'59" N, long. 118°02'04" W, extending northwest along V-357 to the Walla Walla VOR/DME 16.6-mile radius, thence north along the Walla Walla VOR/DME 16.6-mile radius until intercepting lat. 46°00'00" N, thence eastward along lat. 46°00'00" N, to long. 117°02'00" W, thence south along long.

117°02'00" W until intercepting V-298, thence westward along V-298 to lat. 45°23'30" N, long. 117°47'10" W, to lat. 45°37'00" N, long. 117°44'34" W, thence to the point of beginning, and that airspace bounded on the north by the southwest edge of V-298, on the east by the Boise, ID Enroute Domestic Airspace Area, on the south by the north edge of V-121, on the west by the east edge of V-182-397, excluding that airspace within Federal airways and the Baker, OR, Class E airspace area.

* * * * *

Issued in Seattle, Washington, on April 19, 1996.

Richard E. Prang,

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

[FR Doc. 96-10968 Filed 5-1-96; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

15 CFR Part 946

[Docket No. 960418114-6114-01]

RIN 0648-AF72

Weather Service Modernization Criteria

AGENCY: National Weather Service, National Oceanic and Atmospheric Administration, Department of Commerce.

ACTION: Proposed amendment; request for comments.

SUMMARY: In accordance with the Weather Service Modernization Act, (the Act), the National Weather Service (NWS) is publishing a proposed amendment to its criteria for modernization actions requiring certification. This amendment adds criteria unique to automating a field office to ensure that automation actions will not result in any degradation of service. Automating a field office occurs after automated surface observing system (ASOS) equipment is installed and commissioned at a field office and the NWS employees that were performing surface observations at that office are removed or reassigned. At sites where NWS will remain, such as Weather Forecast Offices, NWS will perform the necessary augmentation and back-up, therefore no automation certification is required.

DATES: Comments are requested by June 1, 1996.

ADDRESSES: Requests for copies of documents stated in the preamble as being available upon request and comments should be sent to Julie Scanlon, NOAA/NWS, SSMC2, Room

9332, 1325 East—West Highway, Silver Spring, Maryland 20910.

FOR FURTHER INFORMATION CONTACT: Nicholas Scheller, 301-713-0454.

SUPPLEMENTARY INFORMATION: Section 704(a) of the Act requires the NWS to contract with the National Research Council (NRC) for a review of the scientific and technical criteria for specified modernization actions. The NRC conducted this review and submitted the required report assessing the criteria to the Secretary of Commerce on July 28, 1993. Readers may obtain a copy of this Report from the contact and at the address provided above.

Section 704(b) of the Act requires the NWS to publish the criteria in the Federal Register, based on the NRC Report, after providing an opportunity for public comment and after consulting with the NRC and the Modernization Transition Committee (the Committee) established by section 707 of the Act. On March 2, 1994 the NWS published many of the required criteria as Appendix A to the general modernization regulations at 15 CFR 946 (see 59 FR 9921). These criteria were published in four categories as follows:

(1) those for modernization actions that do not require prior certification of no degradation of service, i.e., commissioning new weather observation systems and decommissioning outdated NWS radars (Appendix A, Section I.);

(2) those for modernization actions that require certification and that are common to all such actions, e.g., providing appropriate notification in the National Implementation Plan, describing local weather characteristics and related weather concerns; comparing services before and after the action (Appendix A, Section II.A.);

(3) those for modernization actions that require certification and that are unique to consolidating field offices (Appendix A, Section II.B.); and

(4) those for modernization actions that require certification and that are unique to relocating field offices (Appendix A, Section II.C.).

Besides the proposed new criteria, the criteria for commissioning an ASOS and the criteria common to all modernization actions requiring certification are applicable to automation actions. These sections of the previously published criteria are attached for reference (see Attachment 1).

At the time these criteria were published, the remaining criteria unique to automating field offices and the

criteria for losing these offices required further development. Since no actions to automate or close field offices were imminent, the publication of these additional criteria was deferred.

Developing the automation criteria required further coordination with the Federal Aviation Administration (FAA) and the aviation industry to ensure that they would adequately promote aviation requirements. Developing these criteria also required further refinement of the NWS' Supplementary Data Program. There now appears to be general agreement between the FAA and the industry on aviation service levels suitable for incorporation into the criteria. In addition, the NWS has published a Notice setting forth its Supplementary Data Program (60 FR 64020, Dec. 13, 1995). Consequently the NWS is now proposing the remaining criteria unique to automation actions at NWS field offices. These criteria would be added to Section II of Appendix A to 15 CFR Part 946 as a new subsection D. The NWS will continue to defer publication of the criteria for closing field offices.

As set forth in the NWS's general modernization regulations, automation consists of removing or reassigning the NWS employees responsible for taking surface observations after an ASOS has been commissioned. This process generally occurs in two stages.

During the first state, an ASOS is installed and commissioned and begins to provide the official observations for the relevant office. The primary criterion at this stage is successful commissioning of the ASOS in accordance with the previously published criteria (see Appendix A, Section I.A.1). In addition, where the ASOS is located on an airport, the Secretary of Commerce, in consultation with the Secretary of Transportation, must determine that the weather services provided after commissioning will continue to be in full compliance with applicable flight aviation rules promulgated by the FAA. Providing this determination is an additional criterion at these sites. This determination was completed on a programmatic basis per a series of letters between Dr. Elbert W. Friday, Jr., Assistant Administrator for Weather Services and Mr. Anthony J. Broderick, Associate Administrator for Regulation and Certification, FAA, dated, November 18, 1992, December 20, 1992, and January 15, 1993. These letters will be included with each automation certification in compliance with 15 CFR 946.5(b).

At this first stage, the ASOS observation alone often does not provide a replacement for the manual

observations sufficient to maintain equivalent services. NWS employees and/or contract personnel have continued to augment the ASOS observation pending a determination of what weather observations, in addition to those provided by ASOS, may be needed and certification that the needed observations can be provided by other sources without degrading service.

During the second state of automation, the NWS employees are relieved of their remaining surface observing responsibilities. The proposed criteria are intended to provide the basis for certifying that this action will not result in any degradation of service, i.e., that the data from the ASOS, together with the data available from other sources are adequate to support equivalent services. Automation of NWS field offices will only occur at those sites where there will no longer be an NWS presence. At sites where NWS will remain, such as Weather Forecast Offices, NWS will perform the necessary augmentation and back-up, therefore no automation certification is required.

For aviation services, an important source of additional data at many airports is that provided by on-site augmentation appended to the ASOS observation. The extent of what level of augmentation is necessary has been the subject of extensive consultations between the FAA and the aviation industry. Beginning in June of 1994, the FAA, the NWS, and the aviation industry held a series of workshops to define such requirements in a manner acceptable to the broad range of aviation users. The participants in these workshops established the objectives and framework for a joint demonstration project which was conducted over a six month period at 25 sites with bi-monthly reviews by industry.

During this process, the FAA and the aviation industry refined the FAA's historical practice of tailoring services to the specific requirements of individual airports, ranking all airports, including the 143 airports served by NWS field offices that are subject to certification. This ranking was done according to a composite score that reflected three separate scores: one for Bad Weather Operations, which factored in both the percentage of time that the airport is subject to specified adverse weather conditions and total operations at the airport; a second for distance to the nearest suitable alternate airport; and the third for certain airport characteristics, such as categories of Instrument Flight Rules (IFR) approach capabilities, and operational designations.

Based on this composite score, the FAA and the aviation industry identified four categories of airports and the optimum level of augmentation for each. The levels agreed to are set forth in the Aviation Service Standards Summary chart in Criterion II.D.4 and those NWS airports in each category are listed in Appendix B to the regulations.

The first category encompasses approximately 300 nontowered airports (involving 27 NWS field offices) referred to as "D" Level Service airports, at which the parties agreed that the ASOS observation should constitute the entire observation, i.e., no additional parameters would be augmented, and there would be no manual back-up. Those 27 airports with NWS field offices for which this level of service is proposed are listed as "D" Level Service airports in Appendix B.

The parties then agreed on the basic level of augmentation that was needed for purposes of aviation safety at all commercial airports. This level, referred to as "C" Level Service, would include augmentation of the following parameters: thunderstorms, tornados, hail, virga, volcanic ash, and tower visibility. In addition, there would be on-site backup for the ASOS. This "C" Level Service of augmentation would be provided at all towered airports. "C" Level Service was determined to be the optimum level of augmentation at approximately 300 towered airports, including 51 airports with NWS field offices. Those 51 airports with NWS field offices are listed as "C" Level Service airports in Appendix B.

At 135 airports, augmentation beyond that required for aviation safety was considered optimum. These airports were divided into two categories: (1) those 78 airports (involving 40 NWS field offices) which received the highest score, i.e., major aviation hubs and high traffic volume airports with average or worse weather, referred to as "A" Level Service airports; and (2) the remaining group of 57 airports (involving 25 NWS field offices) that are smaller hubs or special airports in other ways, that have worse than average bad weather operations for thunderstorms and/or freezing/frozen precipitation, and/or that are remote airports, referred to as "B" Level Service airports. The NWS airports designated for these two levels of service are listed in Appendix B under "A" Level Service and "B" Level Service respectively.

The maximum level of service, "A" Level Service, would involve augmenting an ASOS observation by a comprehensive suite of manual observations including either long-line Runway Visual Range (RVR) readings at

airports equipped with remote RVR capability or, at other airports, observed visibility increments down to an eighth of a mile, sixteenth of a mile and zero. The "B" Level Service would add parameters such as ice pellets and snow depth to the "C" Level Service, but would not include certain parameters, e.g., cloud types and cloud layers above 12,000 feet which are part of the "A" Level Service, but which were found unnecessary because of less crowded traffic patterns and/or the less diverse and/or severe weather conditions at these airports. Both "A" and "B" Level Service airports (as well as "C" Level Service airports, mentioned previously) would have on-site backup for the ASOS.

Criterion II.D.4a incorporates the above augmentation levels into the certification process for the NWS field offices involved.

It should be noted that FAA funds, not NWS funds, would be used to provide the required level of augmentation at airports transitioning to the FAA. At the present time, funds are available to provide augmentation beyond the "C" Level only at those 22 airports with the maximum level of aviation activity, commonly referred to as FAA level 5 airports. The 10 NWS field offices subject to automation certification among these 22 airports are denoted in Appendix B with a "+". Consequently, for those "A" and "B" Level airports at which funding is not available, the criterion would be that augmentation would continue to be provided at the existing, level ("C" Level Service), but would be upgraded to the optimum level if funds became available.

The delay in achieving the desired level of service at these airports should not be confused with a degradation of service related to any automation action. To the extent that there may be any perceived *reduction* in the level of service, it would be the result of funding limitations and would occur (or already has occurred) independently of the automation.

As stated above, the FAA will be responsible for ensuring the required level of augmentation, by their own employees, by Limited Aviation Weather Reporting Station (LAWRS), or by contract, at all NWS sites being transitioned to the FAA and subject to automation certification. The NWS has developed a checklist to ensure the smooth transition of augmentation/back-up responsibility from the NWS to the FAA for those sites being transitioned. The checklist specifically takes into consideration the FAA service level standards and documents that the

needed steps have been completed, e.g., ASOS equipment is properly configured. After site transition to the FAA, the NWS will retain responsibility for ASOS maintenance, observer certification and site inspection. Completion of this checklist is specifically included as an element of proposed Criterion II.D.4.

Some weather parameters observed manually today will not be observed by ASOS or appended to those augmented observations supporting aviation services, at least initially. To ensure equivalent services, the NWS has introduced two new classes of observations: Supplementary Data Observations (SDOs), which are event driven, i.e., taken only when a phenomenon is observed and not at any scheduled time; and Supplementary Climate Data (SCDs), which are routinely scheduled observations useful for climatological applications and hydrometeorological operations. Both types of observations will originate at the 118 NWS Weather Forecast Offices (WFOs) and be disseminated through normal NWS communications systems, the Family of Services, the NOAA Weather Wire, and various commercial vendor services. The full suite of elements which could be reported as Supplementary Data are described in the December 13, 1995 Federal Register notice. Of course, each WFO will report only those elements that it observes, i.e., those phenomena that occur in its area.

Additional surface observational data in the ASOS era will also continue to be available from over 20,000 automatic and manual hydrometeorological sites, including cooperative and hydrological networks.

Proposed Criterion II.D.5 requires that the certification include a determination that these data reported from adjacent WFO(s) together with the ASOS observation as augmented and any complementary data such as satellite and lightning detection data are adequate to ensure no degradation of service for all users.

A. Classification Under Executive Order 12866

These proposed regulations establish procedures and criteria for certifying that certain actions to modernize NWS will not result in any degradation of weather services to the affected service area. They will not result in any direct or indirect economic impacts, and have been determined not to be significant for purposes of E.O. 12866.

B. Regulatory Flexibility Act Analysis

These regulations set forth the criteria for certifying that certain modernization

actions will not result in a degradation of service to the affected area. These criteria will be appended to the Weather Service Modernization regulations. The Assistant General Counsel for Legislation and Regulation of the Department of Commerce has certified to the Chief Counsel for Advocacy of the Small Business Administration that these criteria, if adopted as proposed, will not have a significant economic impact on a substantial number of small entities. These proposed criteria are intended for internal agency use, and the impact on small business entities will be negligible. The proposed criteria do not directly affect "small government jurisdictions" as defined by Pub. L. 96-354, the Regulatory Flexibility Act. Accordingly, no initial regulatory flexibility analysis has been prepared.

C. Paperwork Reduction Act of 1980

These regulations will impose no information collection requirements of the type covered by Pub. L. 96-511, the Paperwork Reduction Act of 1980.

D. E.O. 12612

This rule does not contain policies with sufficient Federalism implications to warrant preparation of a Federalism assessment under Executive Order 12612.

E. National Environmental Policy Act

NOAA has concluded that publication of this proposed rule does not constitute a major Federal action significantly affecting the quality of the human environment. Therefore, an environmental impact statement is not required. A programmatic Environmental Impact Statement (EIS) regarding NEXRAD was prepared in November 1984, and an Environmental Assessment to update the portion of the EIS dealing with the bioeffects of NEXRAD non-ionizing radiation was issued in 1993.

List of Subjects in 15 CFR Part 946

Administrative practice and procedure, certification, Commissioning, Decommissioning, National Weather Service, Weather service modernization.

Dated: April 29, 1996.

Elbert W. Friday, Jr.,

Assistant Administrator for Weather Services.

For the reasons set out in the preamble, 15 CFR part 946 is proposed to be amended as follows:

PART 946—[AMENDED]

1. The authority citation for part 946 continues to read as follows:

Authority: Title VII of Pub. L. 102-567, 106 Stat 4303 (15 U.S.C. 313n.)

2. Appendix A is amended by adding a new subsection (D) under section II. Criteria for modernization actions requiring certification, to read as set forth below. Subsections I. (A)(1) and II. (A) are republished without change for the convenience of the reader.

Appendix A to Part 946—National Weather Service Modernization Criteria

I. Modernization Criteria for Actions Not Requiring Certification

(A) Commissioning of New Weather Observation Systems

(1) Automated Surface Observation Systems (ASOS)

Purpose: Successful commissioning for full operational use requires a demonstration, by tests and other means, that the ASOS equipment, as installed in the field office, meets its technical requirements; that the prescribed operating, maintenance, and logistic support elements are in place; that operations have been properly staffed with trained personnel and that the equipment can be operated with all other installed mating elements of the modernized NWS system.

Note: It may be necessary to incorporate work-arounds to complete some of the items listed below in a timely and cost-effective manner. A work-around provides for an alternative method of meeting a commissioning criteria through the application of a pre-approved operational procedure implemented on a temporary basis, for example, by human augmentation of the observation for the occurrence of freezing rain, until such time as a freezing rain sensor has been accepted for operational use with ASOS. The ASOS Plan referenced below includes a process for recommending, approving, and documenting work-arounds and requires that they be tracked as open items until they can be eliminated by implementation of the originally intended capability.

References: The criteria and evaluation elements for commissioning are set forth and further detailed in the NWS-Sponsored Automated Surface Observing System (ASOS) Site Component Commissioning Plan (the ASOS Plan), more specifically in Addendum I, Appendix D of the ASOS Site Component Commissioning Evaluation Package (the ASOS Package).

Criteria: a. ASOS Acceptance Test: The site component acceptance test, which includes objective tests to demonstrate that the ASOS, as installed at the given site, meets its technical specifications, has been successfully completed in accordance with item 1a, p. D-2 of Appendix D of the ASOS Package.

b. Sensor Siting: Sensor sitings provide representative observations in accordance with Appendix C of the ASOS Package, Guidance for Evaluating Representativeness of ASOS Observations and item 1b, p. D-2 of Appendix D of the ASOS Package.

c. Initialization Parameters: Initialization parameters are in agreement with source information provided by the ASOS Program Office, in accordance with item 1c, pp. D-2 & D-3 of Appendix D of the ASOS Package.

d. Sensor Performance Verification: Sensor performance has been verified in accordance with the requirements stated in the ASOS Site Technical Manual and item 1d, p. D-3 of the ASOS Package.

e. Field Modification Kits/Firmware Installed: All critical field modification kits and firmware for the site as required by attachments 3a & b (pp. D-45 & D-46) or memorandum issued to the regions, have been installed on the ASOS in accordance with item 1e, p. D-4 of Appendix of the ASOS Package.

f. Operations and Maintenance Documentation: A full set of operations and maintenance documentation is available in accordance with items 2a-h, pp. D-5 & D-6 of Appendix D of the ASOS Package.

g. Notification of and Technical Coordination with Users: All affected users have been notified of the initial date for ASOS operations and have received a technical coordination package in accordance with item 2i, pp. D-6 & D-7 of Appendix D of the ASOS Package.

h. Availability of Trained Operations Personnel: Adequate operations staff are available, training materials are available, and required training has been completed, per section 3.2.3.1 of the ASOS Plan, in accordance with items 3a-c, p. D-8 of Appendix D of the ASOS package.

i. Maintenance Capability: Proper maintenance personnel and support systems and arrangements are available in accordance with items 4a-e, pp. D-9 & D-10 of Appendix D of the ASOS Package.

j. Performance of Site Interfaces: The equipment can be operated in all of its required modes and in conjunction with all of its interfacing equipment per the detailed checklists of items 5a-b, pp. D-11 & D-19 of Appendix D of the ASOS Package.

k. Support of Associated NWS Forecasting and Warning Services: The equipment provides proper support of NWS forecasting and warning services and archiving, including operation of all specified automatic and manually augmented modes per the checklist, items 6a-e, pp. D-20 to D-29, of Appendix D of the ASOS Package.

l. Service Backup Capabilities: Personnel, equipment, and supporting services are available and capable of providing required backup readings and services in support of operations when primary equipment is inoperable in accordance with items 7a-g, pp. D-30 to D-32, to Appendix D of the ASOS Package.

m. Augmentation Capabilities: Personnel are available and trained to provide augmentation of ASOS observations in accordance with augmentation procedures, items 8a-c, p. D-33 of Appendix D of the ASOS Package.

n. Representativeness of Observations: Observations are representative of the hydrometeorological conditions of the observing location as determined by a period of observation of at least 60 days prior to commissioning in accordance with Appendix

C and item 6e, pp. D-27 to D-29 of Appendix D of the ASOS Package.

* * * * *

II. Criteria for Modernization Actions Requiring Certification

(A) Criteria Common to all Types of Certifications (Except as Noted)

1. Notification: Advanced notification and the expected date of the proposed certification have been provided in the National Implementation Plan.

2. Local Weather Characteristics and Weather Related Concerns: A description of local weather characteristics and weather related concerns which affect the weather services provided to the affected service area is provided.

3. Comparison of Services: A comparison of services before and after the proposed action demonstrates that all services currently provided to the affected service area will continue to be provided.

4. Recent or Expected Modernization of NWS Operations in the Affected Service Area: A description of recent or expected modernization of NWS operations in the affected service area is provided.

5. NEXRAD Network Coverage: NEXRAD network coverage or gaps in coverage at 10,000 feet over the affected service area are identified.

6. Air Safety Appraisal (applies only to relocation and closure of field offices at an airport): Verification that there will be no degradation of service that affects aircraft safety has been made by conducting an air safety appraisal in consultation with the Federal Aviation Administration.

7. Evaluation of Services to In-State Users (applies only to relocation and closure of the

only field office in a State): Verification that there will be no degradation of weather services provided to the State has been made by evaluating the effect on weather services provided to In-State Users.

8. Liaison Officer: Arrangements have been made to retain a Liaison Officer in the affected service area for at least two years to provide timely information regarding the activities of the NWS which may affect service to the community, including modernization and restructuring; and to work with area weather service users, including persons associated with general aviation, civil defense, emergency preparedness, and the news media, with respect to the provision of timely weather warnings and forecasts.

9. Meteorologist-In-Charge's (MIC) Recommendation to Certify: The MIC of the future WFO that will have responsibility for the affected service area has recommended certification in accordance with 15 CFR 946.7(a).

10. Regional Director's Certification: The cognizant Regional Director has approved the MIC's recommended certification of no degradation of service to the affected service area in accordance with 15 CFR 946.8.

* * * * *

(D) Proposed Modernization Criteria Unique to Automation Certifications

1. Compliance with flight aviation rules (applies on airports only): Consultation with the Federal Aviation Administration (FAA) has verified that the weather services provided after the commissioning of the relevant ASOS unit(s) will be in full compliance with applicable Federal Aviation Regulations promulgated by the FAA.

2. ASOS Commissioning: The relevant ASOS unit(s) have been successfully

commissioned in accordance with the criteria set forth in section I.A.1 of this Appendix.

3. User Confirmation of Services: Any valid user complaints related to actual system performance received since commissioning of the ASOS have been satisfactorily resolved and the issues addressed in the MIC's recommendation for certification.

4. Aviation Observation Requirement: At sites subject to automation certification, all surface observations and reports required for aviation services can be generated by an ASOS augmented as necessary by non-NWS personnel.

a. The ASOS observation will be augmented/backed-up to the level specified in Appendix B as described in the Aviation Service Standards Summary chart, except that, if funds needed for such level of service are not available at those airports listed as "A" or "B" Level Service airports in Appendix B, the ASOS will be augmented/backed-up at the "C" Level Service until funds become available.

b. The transition checklist has been signed by the appropriate Region Systems Operations Division Chief.

5. General Surface Observation Requirement: The total observations available are adequate to support the required inventory of services to users in the affected area. All necessary hydrometeorological data and information are available through ASOS as augmented in accordance with this section, through those elements reported as supplementary data by the relevant Weather Forecast Office(s), or through other complementary sources. The adequacy of the total surface observation is addressed in the MIC's recommendation for certification.

BILLING CODE 3510-12-M

Aviation Service Standards Summary

"D" Level Service
Stand-Alone ASOS



"C" Level Service Add-Ons

- Backup basic service
- Augmentation of:
 - Thunderstorm occurrence
 - Tornadic activity
 - Hail
 - Virga
 - Volcanic ash
 - Tower visibility



"B" Level Service Augmentation Add-Ons

- Long-line Runway Visual Range (RVR) at designated sites* (may be instantaneous readout)
- Freezing drizzle
- Ice pellets
- Snow depth on ground
- Snow increasing rapidly remark
- Thunderstorm/lightning location remark
- Observed significant weather not at station



"A" Level Service Augmentation Add-Ons

- Either 10-minute long-line RVR or visibility increments down to 1/8, 1/16, and 0
- Sector visibility
- Variable sky
- Cloud types
- Cloud layers above 12,000 feet
- Widespread dust, sand, and smoke obstructions
- Volcanic eruptions

* - in Appendix B, indicates site that will provide long-line RVR

3. Appendix B is added to Part 946 to read as follows:

APPENDIX B TO PART 946—AIRPORT TABLES

“A” Level Service Airports

Akron, OH*	CAK.
Albany, NY*	ALB.
Atlanta, GA* +	ATL.
Baltimore, MD*	BWI.
Boston, MA* +	BOS.
Charlotte, NC*	CLT.
Chicago-O'Hare (AV), IL* +	ORD.
Cincinnati, OH*	CVG.
Columbus, OH	CMH.
Dayton, OH*	DAY.
Des Moines, IA*	DSM.
Detroit, MI* +	DTW.
Fairbanks, AK*	FAI.
Fresno, CA*	FAT.
Greensboro, NC*	GSO.
Hartford, CT*	BDL.
Indianapolis, IN*	IND.
Kansas City, MO*	MCI.
Lansing, MI*	LAN.
Las Vegas, NV	LAS.
Los Angeles (AV), CA*	LAX.
Louisville, KY*	SDF.
Milwaukee, WI*	MKE.
Minneapolis, MN*	MSP.
Newark, NJ* +	EWK.
Oklahoma City, OK*	OKC.
Phoenix, AZ*	PHX.
Portland, OR*	PDX.
Providence, RI*	PVD.
Raleigh, NC*	RDU.
Richmond, VA*	RIC.
Rochester, NY*	ROC.
Rockford, IL*	RFD.
San Antonio, TX*	SAT.
San Diego, CA	SAN.
San Francisco, CA* +	SFO.
Spokane, WA*	GEG.
Syracuse, NY*	SYR.
Tallahassee, FL	TLH.
Tulsa, OK	TUL.

“B” Level Service Airports

Baton Rouge, LA*	BTR.
Billings, MT*	BIL.
Charleston, WV*	CRW.
Chattanooga, TN*	CHA.
Colorado Springs, CO	COS.
Daytona Beach, FL	DAB.
El Paso, TX	ELP.
Flint, MI	FNT.
Fort Wayne, IN	FWA.
Honolulu, HI	HNL.
Huntsville, AL*	HSV.
Knoxville, TN*	TYS.
Lincoln, NE*	LNK.
Lubbock, TX	LBB.
Madison, WI*	MSN.
Moline, IL*	MLI.
Montgomery, AL*	MGM.
Muskegon, MI*	MKG.
Norfolk, VA*	ORF.
Peoria, IL	PIA.
Savannah, GA*	SAV.
South Bend, IN*	SBN.
Tucson, AZ	TUS.
West Palm Beach, FL*	PBI.

APPENDIX B TO PART 946—AIRPORT TABLES—Continued

Youngstown, OH* YNG.

“C” Level Service Airports

Abilene, TX	ABI.
Allentown, PA	ABE.
Asheville, NC	AVL.
Athens, GA	AHN.
Atlantic City, NJ	ACY.
Augusta, GA	AGS.
Austin, TX	AUS.
Bakerfield, CA	BFL.
Bridgeport, CT	BDR.
Bristol, TN	TRI.
Casper, WY	CPR.
Columbia, MO	COU.
Columbus, GA	CSG.
Dubuque, IA	DBQ.
Erie, PA	ERI.
Eugene, OR	EUG.
Evansville, IN	EVV.
Fargo, ND	FAR.
Fort Smith, AR	FSM.
Grand Island, NE	GRI.
Helena, MT	HLN.
Huntington, WV	HTS.
Kahului, HI	OGG.
Key West, FL	EYW.
Lewiston, ID	LWS.
Lexington, KY	LEX.
Lynchburg, VA	LYH.
Macon, GA	MCN.
Mansfield, OH	MFD.
Meridian, MS	MEI.
Olympia, WA	OLM.
Port Arthur, TX	BPT.
Portland, ME	PWM.
Rapid City, SD	RAP.
Redding, CA	RDD.
Reno, NV	RNO.
Roanoke, VA	ROA.
Rochester, MN	RST.
Salem, OR	SLE.
Santa Maria, CA	SMX.
Sioux City, IA	SUX.
Springfield, IL	SPI.
Stockton, CA	SCK.
Toledo, OH	TOL.
Waco, TX	ACT.
Waterloo, IA	ALO.
Wilkes-Barre, PA	AVP.
Williamsport, PA	IPT.
Wilmington, DE	ILG.
Worcester, MA	ORH.
Yakima, WA	YKM.

“D” Level Service Airports

Alamosa, CO	ALS.
Alpena, MI	APN.
Astoria, OR	AST.
Beckley, WV	BKW.
Caribou, ME	CAR.
Concordia, KS	CNK.
Concord, NH	CON.
Elkins, WV	EKN.
Ely, NV	ELY.
Havre, MT	HVR.
Homer, AK	HOM.
Houghton Lake, MI	HTL.
Huron, SD	HON.
International Falls, MN	INL.

APPENDIX B TO PART 946—AIRPORT TABLES—Continued

Kalispell, MT	FCA.
Lander, WY	LND.
Norfolk, NE	OFK.
Sault Ste. Marie, MI	SSM.
Scottsbluff, NE	BFF.
Sheridan, WY	SHR.
St. Cloud, MN	STC.
Tupelo, MS	TUP.
Valentine, NE	VTN.
Victoria, TX	VCT.
Wichita Falls, TX	SPS.
Williston, ND	ISN.
Winnemucca, NV	WMC.

+ —Maximum activity (level 5) airport.
 * —Long-line RVR designated site.
 [FR Doc. 96-11010 Filed 5-1-96; 8:45 am]
 BILLING CODE 3510-12-M

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

25 CFR Part 250

RIN 1076-AD68

Indian Fishing—Hoopa Valley Indian Reservation

AGENCY: Bureau of Indian Affairs, Interior.

ACTION: Proposed rule.

SUMMARY: The Bureau of Indian Affairs (BIA) proposes to eliminate 25 CFR Part 250 as mandated by Executive Order 12866 to streamline the regulatory process and enhance the planning and coordination of new and existing regulations. The necessity for this rule no longer exists.

DATES: Comments must be received on or before July 1, 1996.

ADDRESSES: Mail comments to Gary Rankel, Chief, Branch of Fish, Wildlife and Recreation, Office of Trust Responsibilities, Bureau of Indian Affairs, Department of the Interior, 1849 C St. NW, Mail Stop 4513-MIB, Washington, DC 20240; OR, hand deliver them to Room 4513 at the above address. Comments will be available for inspection at this address from 9:00 a.m. to 4:00 p.m., Monday through Friday beginning approximately 2 weeks after publication of this document in the Federal Register.

FOR FURTHER INFORMATION CONTACT: Gary Rankel, (202) 208-4088.

SUPPLEMENTARY INFORMATION:

Background

The purpose for which this rule was promulgated has been fulfilled and the rule is no longer required. The Hoopa