

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 11034; February 26, 1997); 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 proposed 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).

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 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 Com., p. 389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

Paragraph 5000 Class D Airspace

* * * * *

AGL IL D Belleville, IL [Revised]

Scott AFB/MidAmerica Airport, IL
(Lat. 38°32'41" N., long. 89°50'01" W.)

That airspace extending upward from the surface to and including 3,000 feet MSL within an 4.8-mile radius of the Scott AFB/MidAmerica Airport. This Class D airspace area is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

Issued in Des Plaines, Illinois, on July 18, 1999.

David B. Johnson,

Acting Manager, Air Traffic Division.

[FR Doc. 99–17171 Filed 7–6–99; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99–AWP–2]

Proposed Modification of Class E Airspace; Mojave, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This action proposes to modify the Class E airspace area at Mojave, CA. The establishment of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SLAP) to Runway (RWY) 4 and GPS RWY 22 at Mojave Airport has made this proposal necessary. Additional controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing the GPS RWY 4 and GPS RWY 22 SIAP to Mojave Airport. The intended effect of this proposal is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Mojave Airport, Mojave, CA.

DATES: Comments must be received on or before August 2, 1999.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Attn: Manager, Airspace Branch, AWP–520, Docket No. 99–AWP–2, Air Traffic Division, 15000 Aviation Boulevard, Lawndale, California, 90261.

The official docket may be examined in the Office of the Regional Counsel, Western-Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California, 90261.

An informal docket may also be examined during normal business hours at the Office of the Manager, Airspace Branch, Air Traffic Division at the above address.

FOR FURTHER INFORMATION CONTACT: Larry Tonish, Air Traffic Airspace Specialist, Airspace Branch, AWP–520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California, 90261, telephone (310) 725–6539.

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 action must submit with the comments a self-addressed, stamped postcard on which the following statement is made: “Comments to Airspace Docket No. 99–AWP–2.” 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 action may be changed in light of comments received. All comments submitted will be available for examination in the Airspace Branch, Air Traffic Division, 15000 Aviation Boulevard, Lawndale, California 90261, 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

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Airspace Branch, 15000 Aviation Boulevard, Lawndale, California 90261. Communications must identify the docket 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 procedures.

The Proposal

The FAA is considering an amendment to 14 CFR part 71 by modifying the Class E airspace area at Mojave, CA. The establishment of a GPS RWY 4 and GPS RWY SIAP at Mojave Airport has made this proposal necessary. Additional controlled airspace extending upward from 700 feet above the surface is needed to contain aircraft executing the GPS approach procedures at Mojave Airport. The intended effect of this proposal is to provide adequate controlled airspace for aircraft executing the GPS RWY 4 and GPS RWY 22 SIAP at Mojave Airport, Mojave, CA. Class E airspace

designations are published in paragraph 6005 of FAA Order 7400.9F dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 171.1. The Class E airspace designation listed in this document would be published subsequently in this 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. 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 11034; February 26, 1997); 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 proposed rule would 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—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREA; AIRWAYS; ROUTES; AND REPORTING POINTS

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.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

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

* * * * *

AWP CAE5 Mojave, CA [Revised]

Mojave Airport, CA
(Lat. 35°03'30"N, long. 118°09'03"W)
Edward AFB, CA
(Lat. 34°54'18"N, long. 117°53'01"W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Mojave Airport, excluding the portion within the Edwards AFB, CA, Class E airspace area.

* * * * *

Issued in Los Angeles, California, on June 22, 1999.

John Clancy,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 99–17172 Filed 7–6–99; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF LABOR

Mine Safety and Health Administration

30 CFR Parts 57 and 75

RIN 1219–AB19

Safety Standards for Self-Rescue Devices in Underground Coal and Underground Metal and Nonmetal Mines

AGENCY: Mine Safety and Health Administration, Labor.

ACTION: Advance notice of proposed rulemaking.

SUMMARY: The Mine Safety and Health Administration (MSHA) is considering revising its safety standards for self-rescue devices based on MSHA's continuing evaluation of self-rescue devices and the public comments received during the recent Self-Rescue Conference held in Beckley, West Virginia. Self-rescue breathing devices, used in underground mines for over 25 years, have saved lives. The devices are subjected to harsh in-mine use conditions and are stored in a rugged mining environment. The rule would help assure that the devices will function as intended whenever they are needed in mine emergencies.

DATES: Submit comments on or before August 6, 1999.

ADDRESSES: Send comments to MSHA, Office of Standards, Regulations, and Variances, MSHA, Room 631, 4015 Wilson Boulevard, Arlington, Virginia 22203. You are encouraged to submit comments on a computer disk or via e-mail to comments@msha.gov along with an original hard copy or via telefax to: 703–235–5551.

FOR FURTHER INFORMATION CONTACT: Carol Jones, Acting Director, Office of Standards, Regulations, and Variances, 703–235–1910.

SUPPLEMENTARY INFORMATION:

I. Background

Miners wear breathing apparatus known as self-rescue devices to exit a

mine during emergencies such as fires, explosions, or other incidents which contaminate the environment. There are two types of self-rescue devices used in underground mines. A filter self-rescue device (FSR) removes hazardous carbon monoxide through filtration of the mine air. A self-contained self-rescue device (SCSR) is a closed-circuit breathing apparatus that isolates the users' lungs providing breathable air. Because an SCSR functions in a closed circuit, all contaminants in the surrounding mine air can be eliminated from the air the miner is breathing.

MSHA and the National Institute for Occupational Safety and Health (NIOSH) held a joint self-rescue conference in Beckley, West Virginia on June 15 and 16, 1999. The conference provided an opportunity for an exchange of information between the agencies, self-rescuer manufacturers, mining industry representatives and labor representatives on a range of topics involving self-rescue devices. The participants addressed a number of significant self-rescue device issues. The discussion also raised additional questions for the Agency to consider. Following the conference, MSHA personnel met to consider the issues raised and the views expressed at the conference.

With this advance notice of proposed rulemaking (ANPRM), we are requesting the mining community to comment on issues developed at the conference and other issues raised by MSHA. It is our hope that by hearing the views of the mining community early in our rulemaking process we can formulate a workable approach to addressing self-rescuer issues that will best protect the safety of miners.

We have already announced in the Semiannual Regulatory Agenda published in April, 1999 that we intend to develop a proposed rule to address self-rescue devices. We will consider the comments we receive as a result of this ANPRM in developing the proposed rule.

II. Issues We Ask You To Consider in Your Comments

1. There have been some instances where self-rescue devices were not donned properly in an emergency. In addition, there are studies which show that a person's ability to retain the knowledge and skills necessary to properly don a self-rescuer decreases significantly over time.

a. How can we enhance training to assure that miners will be able to effectively don their self-rescuer?

b. Is annual training appropriate? Would quarterly or semiannual training