thence northerly along the Clearview Expressway to the point of beginning." and substitute therefor "thence direct to the southern edge of Leavitts Park, thence direct to the south edge of Bowne Park, thence easterly to the intersection of LaGuardia 093° radial with the Clearview expressway, thence northerly along the Clearview Expressway to the north stanchion of the Throgs Neck Bridge.".

Section 307(a), and 313(a), Federal Aviation Act of 1958 (49 U.S.C. 1348(a) and 1354(c)); Sec. 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.69.

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Jamaica, N.Y., on February 15, 1978.

LOUIS J. CARDINALI,
Acting Director, Eastern Region.

[FR Doc. 78-5322 Filed 3-1-78; 8:45 am]

[4910-13]

[Airspace Docket No. 77-SW-60]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Control Zone: Corpus Christi NAS, Tex., Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Correction to final rule.

SUMMARY: In a rule published in the FEDERAL REGISTER of January 26, 1978, volume 43, page 3546, amendment paragraph, the phrase "7 miles northwest of the VORTAC; 1.5 miles each side of the 016 radial, extending from the 5-mile radius zone to" was erroneously stated twice. This correction deletes the repetition.

EFFECTIVE DATE: March 23, 1978.

FOR FURTHER INFORMATION CONTACT:

David Gonzalez, Airspace and Procedures Branch (ASW-536), Air Traffic Division, Southwest Region, Federal Aviation Administration, P.O. Box 1689, Fort Worth, Tex. 76101; telephone 817-624-4911, extension 302.

SUPPLEMENTARY INFORMATION: Federal Register document 78-2172 was published on January 26, 1978 (43 FR 3546) with an effective date of March 23, 1978 and altered the control zone at Corpus Christi Naval Air Station (NAS), Tex. A descriptive phrase was erroneously stated twice within the description. Action is taken herein to redescribe the control zone and correct the error.

ADOPTION OF THE CORRECTION

Accordingly, pursuant to the authority delegated to me by the Adminstration, FR Doc. 78-2172, appearing at page 3546 in the FEDERAL REGISTER of January 26, 1978, in the amendment paragraph, the Corpus Christi NAS, Tex., control zone is amended by deleting the description and substituting the following:

That airspace within a 5-mile radius of NAS Corpus Christi (latitude 27°41'30" N., longitude 97°17'15" W.) including the following extensions based on the Navy Corpus VORTAC (latitude 27°41'09" N., longitude 97°17'40" W.); 3 miles each side of the 331 radial, extending from the 5-mile radius zone to 7 miles northwest of the VORTAC; 1.5 miles each side of the 016 radial, extending from the 5-mile radius zone to 5.5 miles north of the VORTAC; 3 miles each side of the 118 radial, extending from the 5-mile radius zone to 7 miles southeast of the VORTAC; and 1.5 miles each side of the 160 radial, extending from the 5-mile radius zone to 6.5 miles south of the VORTAC.

NOTE.—The FAA has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11948, and OMB Circular A-107.

Issued in Fort Worth, Tex., on February 16, 1978.

PAUL J. BAKER,
Acting Director, Southwest Region.

[FR Doc. 78-5321 Filed 3-1-78; 8:45 am]

[4910-13]

[Docket No. 17593; Amdt. No. 95-277]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

PART 95—IFR ALTITUDES

Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rule) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. These regulatory actions are needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

EFFECTIVE DATE: March 23, 1978.

FOR FURTHER INFORMATION CONTACT:

William L. Bersch, Flight Procedures and Airspace Branch (AFS-730), Aircraft Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, D.C. 20591; telephone 202-426-8277.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) prescribe new, amended, suspended, or revoked IFR altitudes governing the operation of all aircraft in IFR flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95. The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adquate for safe flight operations and free of frequency interference.

The reasons and circumstances which create the need for this amendment involve matters of flight safety, operational efficiency in the National Airspace System, and are related to published aeronautical charts that are essential to the user and provides for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment is unnecessary, impracticable, or contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

The principal authors of this document are Rudolph L. Fioretti, Flight Standards Service, and Richard W. Danforth, Office of the Chief Counsel.

ADOPTION OF THE AMENDMENT

Accordingly and pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective: March 23, 1978.

(Secs. 307 and 1110, Federal Aviation Act of 1958 (49 U.S.C. 1348 and 1510); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); 25 FR 6489 and Paragraph 802 of Order FSP 1100.1, as amended March 9, 1973.)

NOTE.—The Federal Aviation Administration has determined that this amendment does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Washington, D.C. on February 22, 1978.

JAMES M. VINES,
Chief, Aircraft Programs Division.

[FR Doc. 78-5323 Filed 3-1-78; 8:45 am]

§95.48 GREEN FEDERAL AIRWAY 8
is amended to read in part:

FROM	TO	MEA
Shemya, Alas. NDB (HF communication required)	Adak, Alas. NDB	8000
Adak, Alas. NDB (HF communication required)	Dutch Harbor, Alas. NDB	9000
Dutch Harbor, Alas. NDB (HF communication required)	Mardi INT, Alas.	9000
Mardi INT, Alas.	*Cold Bay, Alas. NDB/LOM	6000

*3300 MCA Cold Bay NDB LOM, SW-bound
(HF communication required 8000 to 8000)

§95.1001 DIRECT ROUTES—U.S.
is amended to delete:

FROM	TO	MEA
Dothan, Ala. VOR	Bixly INT, Ga.	2500
Hattiesburg, Miss. VOR	Jackson, Miss. VOR	2000
*Huntsville, Ala. VOR	Rome, Ga. VOR	4500

*2800-MCA Huntsville VOR, SE-bound

§95.1001 DIRECT ROUTES—U.S.
is amended by adding:

FROM	TO	MEA
Harrison, Ar. VOR	Forney, Mo. VOR	*4000
*2800-MOCA		MAA—23000
Flippin, Ar. VOR	Naples, Mo. VOR	*4000
*2800-MOCA		MAA—23000
Fort Smith, Ar. VOR	Summers INT, Ar.	*4000
*3000-MOCA		MAA—17500
Waregrass, Ala. VOR	Bixly INT, Ga.	2500
Eaton, Miss. VOR	Jackson, Miss. VOR	2000
*Rocket, Ala. VOR	Rome, Ga. VOR	4500
*2800-MCA Rocket VOR, SE-bound		
Kennebunk, Me. VOR	Scupp INT, Mass.	10000
		MAA—29000
Augusta, Me. VOR	Scupp INT, Mass.	13000
		MAA—39000
No. Philadelphia, Pa. VOR	Int 300 M rad No. Philadelphia VOR & 40 NM from No. Philadelphia VOR	*4000 MAA—5000
1700-MOCA		
Franklin, Va. VOR	Int 068 M rad Franklin VOR & 48 NM from Franklin VOR	1600 MAA—16000

DIRECT ROUTES—U.S.—cont'd.

FROM	TO	MEA
San Angelo, Tex. VORTAC	Rock Springs, Tex. VORTAC	*4200
*3700-MOCA		

§95.1001 DIRECT ROUTES—U.S.
is amended to read in part:

FROM	TO	MEA
Albany, Ga. VOR	Moultrie, Ga. VOR	2500 MAA—7000

Bahama Routes

G7V is amended to delete:

Palm Beach, Fla. VOR	Bimini, Bh. VOR	*2000
*1500-MOCA		

G7V is amended by adding:

Ft. Lauderdale,	Bimini, Bh. VOR	2000 MAA—45000

G3V is amended to read in part:

FROM	TO	MEA
Palm Beach, Fla. VOR	*Turgs INT, Fla.	1600
*4500-MRA		
Turgs INT, Fla.	Holbi INT, Fla.	*2500
*1500-MOCA		
Holbi INT, Fla.	Freeport, Fla. VOR	1500

Puerto Rico Routes

Route 6 is amended to read in part:

FROM	TO	MEA
St. Thomas, V.I. VOR	Palco INT, V.I.	2700 MAA—45000

Atlantic Routes

AR 6 is amended to read in part:

FROM	TO	MEA
Orlando, Fla. VOR	Melet INT, Fla.	2700 MAA—45000
Melet INT, Fla.	Apollo INT, Fla.	4000 MAA—45000

§95.6000 HIGH ALTITUDE RNAV ROUTES

FROM/TO	TOTAL DISTANCE	CHANGEOVER POINT DISTANCE FROM GEOGRAPHIC LOCATION		TRACK ANGLE	MEA	MAA
J833R is amended to read in part:						
Bangor, Me. VORTAC	126			225/045 to COP	18000	45000
Neons, Me. W/P				222/042 to Neons		
Neons, Me. W/P	112			210/030 to COP	18000	45000
Looms, Mass. W/P				206/026 to Looms		
Looms, Mass. W/P	61				18000	45000
Patty, N.Y. W/P				267/087 to Patty		
J842R is amended to delete:						
Texarkana, Ark. W/P	220.0	110.0	Texarkana	059/239 to COP	18000	45000
Memphis, Tenn. W/P		34-14-41N	92-01-59W	063/243 to Memphis		
Memphis, Tenn. W/P	218	53	Memphis	061/241 to COP	18000	45000
Elman, Tenn. W/P				066/246 to Elman		
J842R is amended by adding:						
Texarkana, Ark. W/P	220	110	Texarkana	059/239 to COP	18000	45000
Surry, Miss. W/P				064/244 to Surry		
Surry, Miss. W/P	218	53	Surry	062/242 to COP	18000	45000
Elman, Tenn. W/P				066/246 to Elman		
J843R is amended to read in part:						
Sader, Ky. W/P	184	79	Sader	244/064 to COP	18000	45000
Birle, Ark. W/P				241/061 to Birle		
Birle, Ark. W/P	206	103	Birle	241/061 to COP	18000	45000
Horeb, Ark. W/P				237/057 to Horeb		
J874R is amended to delete:						
Memphis, Tenn. W/P	244	50	Memphis	094/274 to COP	18000	45000
Rome, Ga. W/P				100/280 to Rome		
J874R is amended by adding:						
Surry, Miss. W/P	244	50	Surry	095/275 to COP	18000	45000
Rome, Ga. W/P				100/280 to Rome		
J875R is amended to read:						
Breme, Ga. W/P	84.3				18000	45000
Vulcan, Ala. W/P				267/087 to Vulcan		
Vulcan, Ala. W/P	145.1	45	Vulcan	295/115 to COP	18000	45000
Banks, Miss. W/P				291/111 to Banks		
J885R is amended to delete:						
Festus, Mo. W/P	196	68	Festus	171/351 to COP	18000	45000
Memphis, Tenn. W/P				169/349 to Memphis		
J885R is amended by adding:						
Festus, Mo. W/P	196	68	Festus	171/351 to COP	18000	45000
Surry, Miss. W/P				170/350 to Surry		
J891R is amended to delete:						
Annam, ILL. W/P	155.9	77.9	Annam	188/008 to COP	18000	45000
Memphis, Tenn. W/P		36-12-29N	89-34-51W	188/008 to Memphis		
J891R is amended by adding:						
Annam, ILL. W/P	156	78	Annam	188/008 to COP	18000	45000
Surry, Miss. W/P				189/009 to Surry		
J932R is amended to delete:						
Jackson, Miss. W/P	146.2	99.2	Jackson	000/180 to COP	18000	45000
Memphis, Tenn. W/P		34-09-37N	90-01-40W	359/179 to Memphis		

FROM/TO	TOTAL DISTANCE	CHANGEOVER POINT DISTANCE FROM GEOGRAPHIC LOCATION		TRACK ANGLE	MEA	MAA
J932R is amended by adding:						
Jackson, Miss. W/P	146	99	Jackson	000/180 to COP	18000	45000
Surry, Miss. W/P				000/180 to Surry		
J934R is amended to read in part:						
Money, Miss. W/P	82.1				18000	45000
Bigbee, Miss. W/P				086/266 to Bigbee		
Bigbee, Miss. W/P	81.7	25.0	Bigbee	076/256 to COP	18000	45000
Vulcan, Ala. W/P				080/260 to Vulcan		
Vulcan, Ala. W/P	93.7	46.8	Vulcan	069/249 to COP	18000	45000
Rome, Go. W/P				068/248 to Rome		
J956R is amended to delete:						
Memphis, Tenn. W/P	227	175	Memphis	356/176 to COP	18000	45000
Marin, Ill. W/P				357/177 to Marin		
J956R is amended by adding:						
Surry, Miss. W/P	227	175	Surry	357/177 to COP	18000	45000
Marin, Ill. W/P				357/177 to Marin		

§95.6002 VOR FEDERAL AIRWAY 2 is amended to delete:

FROM	TO	MEA
Gardner, Mass. VOR	*Lowell INT, Mass.	**3700
*2800-MCA Leominster INT, W-bound		
**3100-MOCA		
Lowell INT, Mass.	Boston, Mass. VOR	2000

§95.6003 VOR FEDERAL AIRWAY 3 is amended to read in part:

FROM	TO	MEA
Vero Beach, Fla. VOR	Smyrna INT, Fla.	2000
Smyrna INT, Fla.	Ormond Beach, Fla. VOR	1600

§95.6004 VOR FEDERAL AIRWAY 4 is amended to read in part:

FROM	TO	MEA
Lamar INT, Ind.	*Apalona INT, Ind.	**3000
*2000-MRA		
**1800-MOCA		
Holland INT, Ind.	*Cadez INT, Ind.	
Via N alter.	Via N alter.	**3500
*3000-MRA		
**2000-MOCA		
Cadey INT, Ind.	Sacko INT, Ind.	
Via N alter.	Via N alter.	*3500
*2000-MOCA		

§95.6007 VOR FEDERAL AIRWAY 7 is amended to read in part:

FROM	TO	MEA
Mellon INT, Fla.	Wiregrass, Ala. VOR	
Via W alter.	Via W alter.	2000
Pansy INT, Ala.	Wiregrass, Ala. VOR	2500
Wiregrass, Ala. VOR	Skipo INT, Ala.	2000
*Jones INT, Ala.	Vulcan, Ala. VOR	3000
*3000-MRA		
Andys INT, Ala.	Vulcan, Ala. VOR	
Via E alter.	Via E alter.	3800
Vulcan, Ala. VOR	Mussle Shoals, Ala. VOR	*2800
*2200-MOCA		
Vulcan, Ala. VOR	*Bount INT, Ala.	
Via E alter.	Via E alter.	**3000
*3000-MRA		
**2300-MOCA		
Vulcan, Ala. VOR	Chook INT, Ala.	
Via W alter.	Via W alter.	*2600
*2100-MOCA		

§95.6008 VOR FEDERAL AIRWAY 8 is amended to read in part:

FROM	TO	MEA
Grand Junction, Colo. VOR	Traer INT, Colo.	
Via S alter.	Via S alter.	9000
Traer INT, Colo.	*Paces INT, Colo.	
Via S alter.	Via S alter.	11000
*12700 MCA Paces INT, E-bound		
Paces INT, Colo.	Conti INT, Colo.	
Via S alter.	Via S alter.	*13000
*12200-MOCA		
Conti INT, Colo.	Gleno INT, Colo.	
Via S alter.	Via S alter.	13000

§95.6009 VOR FEDERAL AIRWAY 9 is amended to read in part:

FROM	TO	MEA
Sally INT, La.	New Orleans, La. VOR	2000
New Orleans, La. VOR	Macow INT, La.	*1900
*1400-MOCA		

§95.6011 VOR FEDERAL AIRWAY 11 is amended to read in part:

FROM	TO	MEA
Brookley, Ala. VOR	Semmes, Ala. VOR	
Via W alter.	Via W alter.	2000
Semmes, Ala. VOR	Greene County, Miss. VOR	
Via W alter.	Via W alter.	2000

§95.6012 VOR FEDERAL AIRWAY 12 is amended to read in part:

FROM	TO	MEA
Moss INT, Tex.	*Westside INT, Tex.	
Via S alter.	Via S alter.	**6000
*9500-MRA		
**5200-MOCA		

§95.6013 VOR FEDERAL AIRWAY 13 is amended to read in part:

FROM	TO	MEA
Humble, Tex. VOR	Cleveland INT, Tex.	*1900
*1400 MOCA		
Cleveland, INT Tex.	Lufkin, Tex. VOR	2000

§95.6014 VOR FEDERAL AIRWAY 14 is amended by adding:

FROM	TO	MEA
Gardner, Mass. VOR	Norwich, Conn. VOR	3000

§95.6014 VOR FEDERAL AIRWAY 14 is amended to delete:

FROM	TO	MEA
Gardner, Mass. VOR	Boson INT, Mass.	*3700
*3100-MOCA		
Boson INT, Mass.	Bath INT, Mass.	*2300
*1850 MOCA		
Bath INT, Mass.	Boston, Mass. VOR	2000

§95.6015 VOR FEDERAL AIRWAY 15 is amended to read in part:

FROM	TO	MEA
Hobby, Tex. VOR	Sealy INT, Tex.	
Via W alter.	Via W alter.	2000

§95.6016 VOR FEDERAL AIRWAY 16 is amended to read in part:

FROM	TO	MEA
Pine Bluff, Ark. VOR	Holly Springs, Miss. VOR	*5000
*1600-MOCA		
Texarkana, Ark. VOR	Hope INT, Ark.	2000
Hope INT, Ark.	Sparo INT, Ark.	*4000
*2300-MOCA		
Sparo INT, Ark.	Bunas INT, Ark.	*8000
*1600-MOCA		

§95.6018 VOR FEDERAL AIRWAY 18 is amended to read in part:

FROM	TO	MEA
Shreveport, La. VOR	*Weter INT, La.	
Via S alter.	Via S alter.	2000
*3000 MRA.		
Weter INT, La.	Monroe, La. VOR	2000
Tuscaloosa, Ala. VOR	Vulcan, Ala. VOR	2400
Vulcan, Ala. VOR	Trust INT, Ala.	3500
Vulcan, Ala. VOR	Hokes INT, Ala.	
Via N alter.	Via N alter.	3600

§95.6020 VOR FEDERAL AIRWAY 20 is amended to read in part:

FROM	TO	MEA
Gulfport, Miss. VOR	Semmes, Ala. VOR	2000
Pascagoula, Miss. VOR	Semmes, Ala. VOR	
Via N alter.	Via N alter.	2000
Semmes, Ala. VOR	Monroeville, Ala. VOR	2000
Semmes, Ala. VOR	Monroeville, Ala. VOR	
Via S alter.	Via S alter.	2000
Beaumont, Tex. VOR	Lake Charles, La. VOR	1700
Beaumont, Tex. VOR	Olers INT, Tex.	
Via N alter.	Via N alter.	1700
Olers INT, Tex.	Lake Charles, La. VOR	
Via N alter.	Via N alter.	1700
Lake Charles, La. VOR	Lafayette, La. VOR	1800
Lake Charles, La. VOR	Hathe INT, La.	
Via N alter.	Via N alter.	1700
Hathe INT, La.	Lafayette, La. VOR	
Via N alter.	Via N alter.	2100
Lafayette, La. VOR	New Orleans, La. VOR	1700
Lafayette, La. VOR	Tibby, La. VOR	
Via S alter.	Via S alter.	1700
Tibby, La. VOR	New Orleans, La. VOR	
Via S alter.	Via S alter.	1700
New Orleans, La. VOR	*Slidell INT, La.	1700

§95.6047 VOR FEDERAL AIRWAY 47 is amended to read in part:

FROM	TO	MEA
Holland INT, Ind.	*Cadey INT, Ind.	**3500
*4000-MRA		
2000-MOCA		
Cadey INT, Ind.	Sacko INT, Ind.	*3500
*2000-MOCA		

§95.6049 VOR FEDERAL AIRWAY 49 is amended to read in part:

FROM	TO	MEA
Vulcan, Ala. VOR	*Bount INT, Ala.	**3000
*3000-MRA		
2200-MOCA		
Vulcan, Ala. VOR	Decatur, Ala. VOR	
Via E alter.	Via E alter.	3000
Vulcan, Ala. VOR	Johny INT, Ala.	
Via W alter.	Via W alter.	*2800
2200-MOCA		

§95.6051 VOR FEDERAL AIRWAY 51 is amended to read in part:

FROM	TO	MEA
Vero Beach, Fla. VOR	Smyrna INT, Fla.	2000
Smyrna INT, Fla.	Ormond Beach, Fla. VOR	1600

§95.6051 VOR FEDERAL AIRWAY 51 is amended to delete:

FROM	TO	MEA
Key West, Fla. VOR	Tiger INT, Fla.	*2000
*1300-MOCA		
Tiger INT, Fla.	Fomis INT, Fla.	*2500
*1200-MOCA		
Fomis INT, Fla.	Biscayne Bay, Fla. VOR	2000

§95.6054 VOR FEDERAL AIRWAY 54 is amended to read in part:

FROM	TO	MEA
Tassa INT, Ala.	Rocket, Ala. VOR	2600
Muscle Shoals, Ala. VOR	Rocket, Ala. VOR	
Via N alter.	Via N alter.	2600
Rocket, Ala. VOR	Chattanooga, Tenn. VOR	4000
Rocket, Ala. VOR	Chattanooga, Tenn. VOR	
Via N alter.	Via N alter.	4000

§95.6056 VOR FEDERAL AIRWAY 56 is amended to read in part:

FROM	TO	MEA
Macon, Go. VOR	*Misty INT, Go.	2300
300-MRA		
Misty INT, Go.	*Harle INT, Go.	2300
*3500 MRA		
Harle INT, Go.	Augusta, Go. VOR	2200

§95.6068 VOR FEDERAL AIRWAY 68 is amended to read in part:

FROM	TO	MEA
Dupol INT, N.M.	Roswell, N.M. VOR	
Via N alter.	Via N alter.	
	SE-bound	*6000
	NW-bound	*9000
*5300 MOCA		
Corona, N.M. VOR	Hondo INT, N.M.	9000
Hondo INT, N.M.	Roswell, N.M. VOR	
	SE-bound	*6000
	NW-bound	*9000
5300-MOCA		

§95.6070 VOR FEDERAL AIRWAY 70
is amended to read in part:

FROM	TO	MEA
Delve INT, La	Scholes, Tex. VOR	1700
Scholes, Tex. VOR	Sabine Pass, Tex. VOR	1700
Sabine Pass, Tex. VOR	Lake Charles, La. VOR	1700
Lake Charles, La. VOR	Lafayette, La. VOR	1800
Lafayette, La. VOR	Baton Rouge, La. VOR	1800
Lafayette, La. VOR Via N alter.	Bar INT, La. Via N alter.	1700
Bar INT, La Via N alter.	Baton Rouge, La. VOR Via N alter.	1800
Baton Rouge, La. VOR	Ticks INT, La.	2000

§95.6071 VOR FEDERAL AIRWAY 71
is amended to read in part:

FROM	TO	MEA
El Dorado, Ark. VOR 1600-MOCA	Spero INT, Ark.	*2500

§95.6076 VOR FEDERAL AIRWAY 76
is amended to read in part:

FROM	TO	MEA
Industry, Tex. VOR	Hobby, Tex. VOR	2000

§95.6080 VOR FEDERAL AIRWAY 80
is amended by adding:

FROM	TO	MEA
Keenn INT, Colo.	Wiggi INT, Colo.	7500

§95.6080 VOR FEDERAL AIRWAY 80
is amended to delete:

FROM	TO	MEA
Denver, Colo. VOR	Wiggi INT, Colo.	7500

§95.6083 VOR FEDERAL AIRWAY 83
is amended to read in part:

FROM	TO	MEA
Nelson INT, N.M.	Roswell, N.M. VOR NW-bound	5000
	SE-bound	5300
Roswell, N.M. VOR	Hands INT, N.M. NW-bound	*9000
	SE-bound	*6000
*5300-MOCA		
Roswell, N.M. VOR Via E alter.	Duval INT, N.M. Via E alter. NW-bound	*9000
	SE-bound	*6000
*5300-MOCA		

§95.6085 VOR FEDERAL AIRWAY 85
is amended to read in part:

FROM	TO	MEA
*Drake INT, Colo. *13200-MCA Drake INT, NW-bound	Boone INT, Colo.	13400

§95.6085 VOR FEDERAL AIRWAY 85
is amended to delete:

FROM	TO	MEA
Denver, Colo. VOR	Mabay INT, Colo.	7600
Mabay INT, Colo. *13200-MCA Drake INT, NW-bound	*Drake INT, Colo.	10500

§95.6094 VOR FEDERAL AIRWAY 94
is amended to read in part:

FROM	TO	MEA
Greenville, Miss. VOR Via N alter. *1800-MOCA	Waist INT, Miss. Via N alter.	*5000
Bethany INT, Tex.	Elm Grove, La. VOR	2000
Elm Grove, La. VOR *3000-MRA	*Water INT, La.	2000
Water INT, La.	Monroe, La. VOR	2000

§95.6095 VOR FEDERAL AIRWAY 95
is amended to read in part:

FROM	TO	MEA
Desert INT, N.M.	Farmington, N.M. VOR E-bound	8000
	W-bound	13000

§95.6114 VOR FEDERAL AIRWAY 114
is amended to read in part:

FROM	TO	MEA
Claude INT, Tex *7500-MRA *6200-MOCA	*Goodnight INT, Tex.	**5000
Alexandria, La. VOR *3000-MRA	*Bunkie INT, La.	1800
Bunkie INT, La. *2000-MRA	*Denos INT, La.	1800
Denos INT, La.	Baton Rouge, La. VOR	1800
Baton Rouge, La. VOR	Veils INT, La.	2100

§95.6115 VOR FEDERAL AIRWAY 115
is amended to read in part:

FROM	TO	MEA
Skips INT, Ala.	Vulcan, Ala. VOR	3000
Vulcan, Ala. VOR	Wiled INT, Ala.	3500
Vulcan, Ala. VOR Via E alter.	Trust INT, Ala. Via E alter.	3500

§95.6130 VOR FEDERAL AIRWAY 130
is amended to read in part:

FROM	TO	MEA
Martha's Vineyard, Mass. VOR	Paleo INT, Mass	2000
Paleo INT, Mass.	Wacky INT, Mass.	2100
Wacky INT, Mass.	Norwich, Conn. VOR	2200

§95.6139 VOR FEDERAL AIRWAY 139
is amended to read in part:

FROM	TO	MEA
Whitman, Mass. VOR 2500-MCA Tonn INT, N-bound	*Tonn INT, Mass.	2000
Tonn INT, Mass.	Kennebuck, Me. VOR	2300

§95.6141 VOR FEDERAL AIRWAY 141
is amended to read in part:

FROM	TO	MEA
Lebanon, N.H. VOR *4000-MOCA	Rocky INT, Vt.	*6000
Rocky INT, Vt. 5200-MOCA	Greek INT, Vt.	*6000

§95.6143 VOR FEDERAL AIRWAY 143
is amended to delete:

FROM	TO	MEA
Boston, Mass. VOR	Revar INT, Mass.	2000
Revar INT, Mass. 1500-MOCA	Waxen INT, Mass.	*2000
Waxen INT, Mass. 1300-MOCA	Witch INT, Mass.	*2000
Witch INT, Mass 1900-MOCA	Manchester, N.H. VOR	*2500

§95.6152 VOR FEDERAL AIRWAY 152
is amended to read in part:

FROM	TO	MEA
Orlando, Fla. VOR Via S alter.	Smyrn INT, Fla. Via S alter.	2000
Smyrn INT, Fla. Via S alter.	Ormond Beach, Fla. VOR Via S alter.	1600

§95.6159 VOR FEDERAL AIRWAY 159
is amended to read in part:

FROM	TO	MEA
Miami, Fla. VOR	Palm Beach, Fla. VOR	2000
Andy INT, Ala.	Vulcan, Ala. VOR	3800
Vulcan, Ala. VOR *2100-MOCA	Hamilton, Ala. VOR	*2600

§95.6159 VOR FEDERAL AIRWAY 159
is amended to delete:

FROM	TO	MEA
Vero Beach, Fla. VOR Via E alter.	Orlando, Fla. VOR Via E alter.	2000

§95.6161 VOR FEDERAL AIRWAY 161
is amended to read in part:

FROM	TO	MEA
Llano, Tex. VOR *5000-MRA *2800-MOCA	*Priddy INT, Tex.	**4500

§95.6165 VOR FEDERAL AIRWAY 165
is amended to read in part:

FROM	TO	MEA
Reno, Nev. VOR *8200-MOCA	Pyrom INT, Nev.	*11000
Pyrom INT, Nev.	*Bonds INT, Nev. NW-bound	**14000
	SE-bound	**12000
*14000-MRA 10700-MOCA		
Bonds INT, Nev. 11900-MOCA	Chair INT, Calif.	*14000
Chair INT, Calif.	Lakeview, Ore. VOR SE-bound	*14000
	NW-bound	*11000
*10300-MOCA		

§95.6168 VOR FEDERAL AIRWAY 168
is amended to read:

FROM	TO	MEA
Vulcan, Ala. VOR	La Grange, Ga. VOR	4000

§95.6170 VOR FEDERAL AIRWAY 170
is amended by adding:

FROM	TO	MEA
Devils Lake, N.D. VOR	Jamestown, N.D. VOR	3200
Jamestown, N.D. VOR *3000-MOCA	Aberdeen, S.D. VOR	*4700

§95.6172 VOR FEDERAL AIRWAY 172
is amended to read in part:

FROM	TO	MEA
Wolbach, Neb. VOR 3100-MOCA	Columbus, Neb. VOR	*3800

§95.6187 VOR FEDERAL AIRWAY 187
is amended to read in part:

FROM	TO	MEA
Dove Creek, Colo. VOR Via W alter. *11700-MOCA	Parsa INT, Colo. Via W alter.	*12000
Parsa INT, Colo. Via W alter	*Grand Junction, Colo. VOR Via W alter.	12000
10600-MCA Grand Junction VOR, S-bound		

§95.6194 VOR FEDERAL AIRWAY 194
is amended to read in part:

FROM	TO	MEA
Lafayette, La. VOR *3000-MRA	*Rose INT, La.	1800
Rose INT, La.	Baton Rouge, La. VOR	1800
Baton Rouge, La. VOR	Clinton INT, La.	1800

§95.6198 VOR FEDERAL AIRWAY 198
is amended to read in part:

FROM	TO	MEA
Sabine Pass, Tex. VOR	White Lake, La. VOR	2000
White Lake, La. VOR	Tibby, La. VOR	2000
Tibby, La. VOR	Harvey, La. VOR	2000
Weimar INT, Tex.	Eagle Lake, Tex. VOR	2100
Marcs INT, Tex.	Int. 104 M rad Stonewall VOR &080 M rad San Antonio VOR	
Via N alter. *2000-MOCA	Via N alter.	*4500
INT 104 M rad Stonewall VOR &080 M rad San Antonio VOR Via N alter. *1800-MOCA	Weimar INT, Tex. Via N alter.	*2500

§95.6208 VOR FEDERAL AIRWAY 208
is amended by adding:

FROM	TO	MEA
Page, Ariz. VOR	*Hanksville, Utah VOR	14000
*11500-MCA Hanksville VOR, S-bound		
Hanksville, Utah VOR *10000-MRA	*Green INT, Utah	9000
Green INT, Utah *9200-MOCA	Carbon, Utah VOR	*10000
Carbon, Utah VOR	Myton, Utah VOR	11300

§95.6209 VOR FEDERAL AIRWAY 209
is amended to read in part:

FROM	TO	MEA
Semmes, Ala. VOR *5200-MOCA	Burin INT, Ala.	*2000
Brookwood, Ala. VOR	Vulcan, Ala. VOR	2500

§95.6210 VOR FEDERAL AIRWAY 210
is amended to read in part:

FROM	TO	MEA
Fruitland INT, N.M.	Farmington, N.M. VOR E-bound	8000
	W-bound	12000

§95.6212 VOR FEDERAL AIRWAY 212
is amended to read in part:

FROM	TO	MEA
Docus INT, Tex.	Lufkin, Tex. VOR	2000
Cocco INT, La.	Alexandria, La. VOR	2000

§95.6222 VOR FEDERAL AIRWAY 222
is amended to read in part:

FROM	TO	MAA
Industry, Tex. VOR	Sealy INT, Tex.	2000
Humble, Tex. VOR	Beaumont, Tex. VOR	1800
Beaumont, Tex. VOR	Lake Charles, La. VOR	1700
Lake Charles, La. VOR	Maxon INT, La.	1700
Maxon INT, La.	*Woodville INT, La.	**5000
*3000-MRA		
**1500-MOCA		
McComb, Miss. VOR	Eaton, Miss. VOR	2000
Eaton, Miss. VOR	Monroeville, Ala. VOR	2000

§95.6229 VOR FEDERAL AIRWAY 229
is amended by adding:

FROM	TO	MEA
Gardner, Mass. VOR	Keene, N.H. VOR	3600
Keene, N.H. VOR	Jamma INT, Vt.	4000
Jamma INT, Vt.	Ebert INT, Vt.	5200
Ebert INT, Vt.	Mudd INT, Vt.	5900
Mudd INT, Vt.	Burlington, Vt. VOR	5800

§95.6239 VOR FEDERAL AIRWAY 239
is amended to read in part:

FROM	TO	MEA
Forney, Mo. VOR	Jefferson City INT, Mo.	2900

§95.6240 VOR FEDERAL AIRWAY 240
is amended to read in part:

FROM	TO	MEA
New Orleans, La. VOR	Pearl INT, La.	1700
Pearl INT, La.	Semmes, Ala. VOR	2000

§95.6241 VOR FEDERAL AIRWAY 241
is amended to read in part:

FROM	TO	MEA
Semmes, Ala. VOR	Crestview, Fla. VOR	*3000
*2400-MOCA		
Crestview, Fla. VOR	Wiregrass, Ala. VOR	2000
Wiregrass, Ala. VOR	Eufaula, Ala. VOR	2000
Wiregrass, Ala. VOR	Efard INT, Ala.	
Via W alter.	Via W alter.	2400

§95.6243 VOR FEDERAL AIRWAY 243
is amended to read in part:

FROM	TO	MEA
Cloverport INT, Ky.	Apalona INT, Ind.	**4000
*4000-MRA		
1800-MOCA		
Apalona INT, Ind.	*Cadey INT, Ind.	**4000
*2000-MRA		
*2000-MOCA		
Cadey INT, Ind.	*Jiger INT, Ind.	**4000
*3500-MRA		
**2000-MOCA		

§95.6245 VOR FEDERAL AIRWAY 245
is amended to read in part:

FROM	TO	MEA
Alexandria, La. VOR	Larto INT, La.	1900
Jackson, Miss. VOR	*Huron INT, Miss.	2000
*700-MRA		
Huron INT, Miss.	Bigbee, Miss. VOR	2400

§95.6267 VOR FEDERAL AIRWAY 267
is amended to delete:

FROM	TO	MEA
Miami, Fla. VOR	Newer INT, Fla.	*2000
*1300-MOCA		
Newer INT, Fla.	Pahokee, Fla. VOR	*2000
*1300-MOCA		

§95.6278 VOR FEDERAL AIRWAY 278
is amended to read in part:

FROM	TO	MEA
Greenwood, Miss. VOR	Bigbee, Miss. VOR	2000
Bigbee, Miss. VOR	Minim INT, Ala.	2000
Bigbee, Miss. VOR	Minim INT, Ala.	
Via S alter.	Via S alter.	*2000
*1700-MOCA		
Minim INT, Ala.	Vulcan, Ala. VOR	2400
Tuscaloosa, Ala. VOR	Vulcan, Ala. VOR	
Via S alter.	Via S alter.	2400

§95.6280 VOR FEDERAL AIRWAY 280
is amended to read in part:

FROM	TO	MEA
Moser INT, Tex.	*Westside INT, Tex.	**6000
*9500-MRA		
**5200-MOCA		
Texica, Tex. VOR	*Westside INT, Tex.	
Via S alter.	Via S alter.	**7000
*9500-MRA		
**5500-MOCA		

§95.6306 VOR FEDERAL AIRWAY 306
is amended to read in part:

FROM	TO	MEA
Montgomery INT, Tex.	Cleveland INT, Tex.	*5000
*1800-MOCA		
Cleveland INT, Tex.	Doisetta, Tex. VOR	*1900
*1400-MOCA		
Ofers INT, La.	Lake Charles, La. VOR	1700
Beaumont, Tex. VOR	Lake Charles, La. VOR	
Via S alter.	Via S alter.	1700

§95.6306 VOR FEDERAL AIRWAY 306
is amended by adding:

FROM	TO	MEA
Austin, Tex. VOR	*Butler INT, Tex.	
Via S alter.	Via S alter.	**2400
*3000-MRA		
**2000-MOCA		
Butler INT, Tex.	Podds INT, Tex.	
Via S alter.	Via S alter.	*2500
*1800-MOCA		

§95.6321 VOR FEDERAL AIRWAY 321
is amended to read in part:

FROM	TO	MEA
Owens INT, Ala.	Rocket, Ala. VOR	2500
Rocket, Ala. VOR	Shelbyville, Tenn. VOR	*3000
*2500-MOCA		
Shelbyville, Tenn. VOR	Livingston, Tenn. VOR	3400

§95.6323 VOR FEDERAL AIRWAY 323
is amended to read in part:

FROM	TO	MEA
Macon, Ga. VOR	Liner INT, Ga.	*3000
*2300-MOCA		
Liner INT, Ga.	Husky INT, Ga.	*3000
*2000-MOCA		

§95.6330 VOR FEDERAL AIRWAY 330
is amended to read in part:

FROM	TO	MEA
Albion INT, Ida.	Kinze INT, Ida.	8000
Kinze INT, Ida.	*Jackson, Wyo. VOR	**14000
13100-MCA Jackson VOR, W-bound		
**13100-MOCA		

§95.6344 VOR FEDERAL AIRWAY 344
is added to read:

FROM	TO	MEA
Dupree, S.D. VOR	Aberdeen, S.D. VOR	*6500
*2100-MOCA		
Aberdeen, S.D. VOR	Paige, N.D. VOR	*3900
*2600-MOCA		

§95.6447 VOR FEDERAL AIRWAY 447
is amended by adding:

FROM	TO	MEA
Cambridge, N.Y. VOR	Kerst INT, Vt.	5900
Kerst INT, Vt.	Mudd INT, Vt.	6000
Mudd INT, Vt.	Rucky INT, Vt.	5200
Rucky INT, Vt.	Montpelier, Vt. VOR	4500

§95.6451 VOR FEDERAL AIRWAY 451
is amended to read:

FROM	TO	MEA
Coastal INT, Mass.	Whitman, Mass. VOR	1900
Whitman, Mass. VOR	*Tonni INT, Mass.	2000
*2500-MCA Tonn. INT, N-bound		
Tonn INT, Mass.	Seedy INT, N.H.	2500
Seedy INT, N.H.	Brunswick, Me. VOR	3000

§95.6452 VOR FEDERAL AIRWAY 452
is amended to read in part:

FROM	TO	MEA
Klamath Falls, Ore. VOR	Tulip DME Fix, Calif	
	SE-bound	*14000
	NW-bound	*9000
8500-MOCA		
Tulip DME Fix, Calif.	Bocks INT, Calif.	
	SE-bound	*14000
	NW-bound	*9000
8400-MOCA		
Bocks INT, Calif.	Halle INT, Nev.	*14000
*10100-MOCA		

§95.6455 VOR FEDERAL AIRWAY 455
is amended to read:

FROM	TO	MEA
New Orleans, La. VOR	Picayune, Miss. VOR	2000
Picayune, Miss. VOR	Eaton, Miss. VOR	2000
New Orleans, La. VOR	Slidell INT, La.	
Via E alter.	Via E alter.	*1500
*1400-MOCA		
Slidell INT, La.	Gulfport, Miss. VOR	
Via E alter.	Via E alter.	1800
Gulfport, Miss. VOR	Mouse INT, Miss.	
Via E alter.	Via E alter.	1800
Mouse INT, Miss.	Eaton, Miss. VOR	
Via E alter.	Via E alter.	2000
New Orleans, La. VOR	Macow INT, La.	
Via W alter.	Via W alter.	*1500
*1400-MOCA		
Macow INT, La.	Eaton, Miss. VOR	
Via W alter.	Via W alter.	*4000
*1800-MOCA		
Eaton, Miss. VOR	Meridian, Miss. VOR	2300
Eaton, Miss. VOR	Bay Springs INT, Miss.	
Via W alter.	Via W alter.	*3000
*1800-MOCA		
Bay Springs INT, Miss.	*Paulding INT, Miss.	
Via W alter.	Via W alter.	3000
*3000-MRA		
*3000-MCA Paulding INT, SW-bound		
Paulding INT, Miss.	Meridian, Miss. VOR	
Via W alter.	Via W alter.	2000

§95.6455 VOR FEDERAL AIRWAY 455
is amended to read in part:

FROM	TO	MEA
New Orleans, La. VOR	Macow INT, La.	
Via W alter.	Via W alter.	*1900
1400-MOCA		

§95.6455 VOR FEDERAL AIRWAY 455
is amended to read in part:

FROM	TO	MEA
New Orleans, La. VOR	Slidell INT, La.	
Via E alter.	Via E alter.	1700

§95.6485 VOR FEDERAL AIRWAY 485
is amended to read in part:

FROM	TO	MEA
*Malad City, Ida. VOR	Lundi INT, Ida.	
	SW-bound	11100
	NE-bound	14000
10300-MCA Malad City VOR, NE-bound		

§95.6475 VOR FEDERAL AIRWAY 475
is amended by adding:

FROM	TO	MEA
Madison, Conn. VOR	Wacky, INT, R.I.	
Via E alter.	Via E alter.	2600
Wacky INT, R.I.	Providence R.I. VOR	
Via E alter.	Via E alter.	2300

§95.6496 VOR FEDERAL AIRWAY 496
is amended to read in part:

FROM	TO	MEA
Glens Falls, N.Y. VOR	Kerst INT, Vt.	4500
Kerst INT, Vt.	Lebanon, N.H. VOR	5900

§95.7014 JET ROUTE NO. 14 is amended to read in part:

FROM	TO	MEA	MAA
Little Rock, Ark. VORTAC	Vulcan, Ala. VORTAC	18000	45000
Vulcan, Ala. VORTAC	Atlanta, Ga. VORTAC	18000	45000

§95.7022 JET ROUTE NO. 22 is amended to read in part:

FROM	TO	MEA	MAA
Meridian, Miss. VORTAC	Vulcan, Ala. VORTAC	18000	45000
Vulcan, Ala. VORTAC	Knoxville, Tenn. VORTAC	18000	45000

§95.7031 JET ROUTE NO. 31 is amended to read:

FROM	TO	MEA	MAA
New Orleans, La. VORTAC	Meridian, Miss. VORTAC	18000	45000
Meridian, Miss. VORTAC	Vulcan, Ala. VORTAC	18000	45000

§95.7039 JET ROUTE NO. 39 is amended to read in part:

FROM	TO	MEA	MAA
Montgomery, Ala. VORTAC	Vulcan, Ala. VORTAC	18000	45000
Vulcan, Ala. VORTAC	Nashville, Tenn. VORTAC	18000	45000

§95.7041 JET ROUTE NO. 41 is amended to read in part:

FROM	TO	MEA	MAA
Montgomery, Ala. VORTAC	Vulcan, Ala. VORTAC	18000	45000
Vulcan, Ala. VORTAC	Memphis, Tenn. VORTAC	18000	45000

§95.7052 JET ROUTE NO. 52 is amended to read in part:

FROM	TO	MEA	MAA
Greenwood, Miss. VORTAC	Bigbee, Miss. VORTAC	18000	45000
Bigbee, Miss. VORTAC	Vulcan, Ala. VORTAC	18000	45000
Vulcan, Ala. VORTAC	Atlanta, Ga. VORTAC	18000	45000

§95.7069 JET ROUTE NO. 69 is amended to read:

FROM	TO	MEA	MAA
Semmes, Ala. VORTAC	Int 010 M rad Semmes VORTAC & 230 M rad Vulcan VORTAC	22000	45000
Int 010 M rad Semmes VORTAC & 230 M rad Vulcan VORTAC	Vulcan, Ala. VORTAC	18000	45000

§95.7079 JET ROUTE NO. 79 is amended by adding:

FROM	TO	MEA	MAA
Kennedy, N.Y. VORTAC	Hyannis, Mass. VORTAC	18000	45000
Hyannis, Mass. VORTAC	Bangor, Me. VORTAC	18000	45000

§95.7114 JET ROUTE NO. 114 is amended to read in part:

FROM	TO	MEA	MAA
Denver, Colo. VORTAC	Int. 046 M rad Denver VORTAC & 250 M rad North Platte VORTAC	18000	45000
Int. 046 M rad Denver VORTAC &250 M rad North Platte VORTAC	O'Neill, Neb. VORTAC	#23000	45000

#MEA is established with a gap in navigation signal coverage.

§95.7151 JET ROUTE NO. 151 is amended to read in part:

FROM	TO	MEA	MAA
Vulcan, Ala. VORTAC	Farmington, Mo. VORTAC	21000	45000

§95.7173 JET ROUTE NO. 173 is added to read:

FROM	TO	MEA	MAA
Salt Lake City, Utah VORTAC	Meeker, Colo. VORTAC	18000	45000

2. By amending Sub-Part D as follows:

§95.8003 VOR FEDERAL AIRWAYS CHANGEOVER POINTS

AIRWAY SEGMENT FROM	TO	CHANGEOVER POINTS DISTANCE FROM	
V-51 is amended by adding:			
Nabb, Ind. VOR	Shelbyville, Ind. VOR	30	Nabb
V-16 is amended to read in part:			
Texarkana, Ark. VOR	Pine Bluff, Ark. VOR	90	Texarkana
V-16 is amended by adding:			
Pine Bluff, Ark. VOR	Holly Springs, Ark. VOR	35	Pine Bluff
V-47 is amended by adding:			
Pine Bluff, Ark. VOR	Gilmore, Ark. VOR	40	Pine Bluff
V-208 is amended by adding:			
Page, Ariz. VOR	Hanksville, Utah VOR	61	Page
Carbon, Utah VOR	Myton, Utah VOR	17	Carbon

§95.8005 JET ROUTES CHANGEOVER POINTS

AIRWAY SEGMENT FROM	TO	CHANGEOVER POINTS DISTANCE FROM	
J-173 is amended by adding:			
Salt Lake City, Utah VORTAC	Meeker, Colo. VORTAC	47	Salt Lake City

[FR Doc. 78-5323 Filed 3-1-78; 8:45 am]

[6355-01]

Title 16—Commercial Practices

CHAPTER II—CONSUMER PRODUCT SAFETY COMMISSION

SUBCHAPTER B—CONSUMER PRODUCT SAFETY ACT REGULATIONS

PART 1303—LEAD-CONTAINING PAINT AND CERTAIN CONSUMER PRODUCTS BEARING LEAD-CONTAINING PAINT

Amendment to Ban

AGENCY: Consumer Product Safety Commission.

ACTION: Final amendment to rule.

SUMMARY: The Commission amends its banning regulation on furniture bearing lead-containing paint to exempt metal furniture articles (but not metal children's furniture) bearing factory-applied coatings from the furniture banned by the regulation. The Commission is issuing this amendment because of data indicating that factory-applied coatings from metal furniture do not chip or chalk and are, therefore, inaccessible for ingestion by children. The National Paint and Coatings Association petitioned the Commission to take this action.

DATE: The amendment is effective March 2, 1978.

FOR FURTHER INFORMATION CONTACT:

Charles Jacobson, Directorate for Compliance and Enforcement, Consumer Product Safety Commission, Washington, D.C. 20207, 301-492-6400.

SUPPLEMENTARY INFORMATION:

BACKGROUND

On January 12, 1978, the Commission published in the FEDERAL REGISTER (43 FR 1804) a proposed amendment to its final ban on lead-containing paint (defined as paint containing more than 0.06 percent lead by weight) and toys and furniture bearing such paint (42 FR 44192 (16 CFR Part 1303)). The proposed amendment would exempt metal furniture articles (but not metal children's furniture) bearing factory-applied coatings from the regulation banning furniture under Part 1303.

The amendment was proposed in response to a petition dated October 7, 1977 (CP 78-1), from the National Paint and Coatings Association (NPCA) seeking the exclusion of metal furniture (but not metal children's furniture) bearing factory-applied lead coatings from the provisions of Part 1303. In its petition NPCA contended that coatings applied to metal furniture at the factory do not present the hazard of lead poisoning in children resulting from the ingestion of available lead-paint chips that Part 1303 was designed to address. The petitioner stated that metal furniture coatings are inaccessible to children because of their resistance to chipping and peeling due to the hardness of the coatings and their strong adhesion to the metal substrate. NPCA submitted information and test data in support of its petition, and at a November 2, 1977, public meeting on the petition, NPCA demonstrated mechanical performance tests which measure the hardness, adhesion, and resistance to impact of metal furniture coatings.

Based on the data submitted by NPCA and other information available to the Commission, the Commission granted the petition and proposed the amendment cited above. (42 FR 44192.) The grounds for the proposed amendment are set out in the proposal document and will only be summarized here.

Basically, the Commission noted that the mechanical stress performance tests conducted by NPCA at the November 2, 1977, public meeting strongly suggest that factory-applied metal furniture coatings are much harder than ordinary interior or exterior surface coatings applied to walls or woodwork, are resistant to chipping and cracking, and strongly adhere to the metal substrate to which they are applied. The Commission also considered the views of two medical experts, Dr. Julian Chisolm and Dr. J. W. Sayre, both of whom were proponents of the proposition to ban residential paint containing more than 0.06 percent lead, but who in letters to NPCA expressed their support for an exemption for metal furniture. (The letters are on file at the Commission's Office of the Secretary.) In addition, the Commission noted that a review of the scientific literature on lead poisoning did not yield a single reference to factory-applied metal furniture coatings as being responsible for elevated blood lead levels or lead poisoning of children. Finally, the Commission considered data on the economic effects of the elimination of lead from metal furniture coatings which indicated that certain deep tone colors may be difficult to obtain with non-leaded pigments and that without lead, the price of metal furniture coatings would rise moderately, causing a small increase in the prices of some metal furniture.

RESPONSE TO COMMENTS

The Commission received twenty-two comments on the proposed amendment to exempt metal furniture (but not metal children's furniture) bearing factory-applied coatings from the lead-containing paint ban, Part 1303. The commenters included 11 concerned citizens, 7 manufacturers, 1 county agency, and 3 trade associations.

The comments from the concerned citizens as well as the county agency requested that an exemption for metal furniture not be granted. Several of these commenters expressed the view that the risk of lead poisoning in children would be increased as a result of the exemption. Two of the commenters also stated that if any exemption for metal furniture articles was granted, a warning label on the exempted articles should be required.

The Commission notes that none of the commenters who expressed disapproval of the proposed exemption supplied any data to support their views. Based upon the data referenced above and discussed in the proposal document, the Commission believes that factory-applied coatings for metal furniture will not pose a significant hazard to young children because the hardness of the coatings, their adherence to the metal substrate, and their resistance to chipping appear to make it difficult for a child to obtain such coatings. Because the Commission does not believe there is a significant hazard from such furniture, it has not required any warning labels on metal furniture. The Commission emphasizes that it expects that reasonable manufacturing practices will result in metal furniture whose coatings are hard, durable, and tightly bound to the metal substrate. The Commission points out, however, that should it find instances where these factory-applied coatings containing lead chip, peel, chalk, or otherwise become easily available for removal and ingestion by children, it may consider individual regulatory action.

The comments from the manufacturers, which included 5 metal furniture manufacturers and 2 coatings manufacturers, uniformly supported the proposed exemption. One manufacturer noted that the paint on metal furniture is only a few mils in thickness and very hard and that it is difficult to remove even with the best of paint-removing devices. Another manufacturer stated that the pre-painting preparation of the metal substrate gives adhesion qualities which minimize any chipping and cracking possibilities. Several manufacturers emphasized that lead chromate pigments are inexpensive when compared to substitute pigments.

A commenter representing an association of manufacturers, retailers, and wholesalers of office furniture also supported the proposed exemption, noting that the standards of application in the office metal furniture industry are high and that the same testing procedures demonstrated by NPCA at the public meeting are utilized.

A trade association representing toy manufacturers and another association representing the manufacturers of juvenile furniture requested that children's metal furniture be included within any final exemption for the same reasons that adult metal furniture had been included in the proposed exemption.

The Commission declines to broaden the scope of the proposal to include children's furniture. The Commission notes that since 1973 the coatings on toys and other articles intended for use by children, which includes furniture, have been subject to a lead limit of 0.5 percent (see 37 FR 5229; 16 CFR 1500.17(a)(6)(ii)).

NOTE.—Coatings on adult furniture will first become subject to a lead limit on February 28, 1978 (42 FR 44192; 16 CFR Part 1303).

The Commission sees no reason for abolishing lead-paint restrictions for children's furniture at this time when manufacturers of such articles have been conforming to a lead limit for the past several years which virtually eliminates the use of lead as a pigment. In declining to broaden the scope of the proposal, the Commission emphasizes that although the possibility of children's metal furniture chipping or flaking may be remote, the close proximity of children to their own furniture makes even this possibility an unnecessary risk. In this regard the Commission notes that Dr. Sayre in his letter to NPCA on CP 78-1, noted above, stated: "Neither have we found many children who gnaw much furniture *besides their high-chairs and cribs.*" [Emphasis added.] (The letter is dated October 25, 1977 and is on file at the Commission's Office of the Secretary.) In addition, children often bang their furniture with other objects or into other objects, thereby increasing the chance that the coatings may chip. The Commission also points out that the National Academy of Sciences (NAS) in a report submitted to the Commission entitled "Recommendations for the Prevention of Lead Poisoning in Children" specifically recommended that the lead content of paints on children's articles, including toys and furniture, be severely restricted. (NAS Report, p. 10.)

ENVIRONMENTAL CONSIDERATIONS

The Commission has considered the potential environmental impacts of an exemption for metal furniture from a ban on lead-containing paint, toys, and furniture in the Final Environmental Impact Statement on Lead Content in Paint, dated May 2, 1977. (See, especially, pages I-B-15, II-A-8-9, III-6, and III-17 of the final statement.).

NOTE.—The availability of the final impact statement was announced by the Council on Environmental Quality in the FEDERAL REGISTER on June 10, 1977 (42 FR 29948). The potential environmental effects of the exclusion of metal furniture were also included in the draft statement on lead content in paint which was made available for public comment by announcement in the FEDERAL REGISTER on February 4, 1977. (42 FR 6879.)

Therefore, the Commission believes that there is no need for any further environmental review of this exemption.

CONCLUSION

In determining whether a specific risk of injury is "unreasonable" and therefore, properly the subject of a banning regulation, the Commission generally balances the probability that the risk will result in harm and the gravity of the harm against a rule's effect on the product's utility, cost, and availability to the consumer. (See H.R. Rep. No. 92-1153, 92d Cong., 2d Sess., 1972, p. 33.)

In this instance the Commission believes, based upon the data summarized above and after a review of the public comments, that the probability that factory-applied coatings on metal furniture will result in harm is remote because the hardness of the coatings and their resistance to chipping makes it unlikely that the coatings will be removed and ingested by children. In addition, the Commission has indicated that should it find instances where factory-applied lead coatings for metal furniture chip, peel, chalk, or otherwise become easily available for removal and ingestion by children, it may consider individual regulatory action.

The Commission also notes, after a review of information on the economic effects of the elimination of lead pigments from these factory-applied coatings, that such elimination may have an adverse effect on the product's cost and utility.

The Commission finds that the available data does not indicate that metal furniture (exclusive of metal children's furniture) bearing factory-applied coatings presents an unreasonable risk of injury from lead poisoning in children. Therefore, the Commission concludes that a ban of such metal furniture is not reasonably necessary to eliminate a risk of injury associated with the painted furniture and has decided to issue the amendment as set forth below.

PROPOSAL

Section 9(e) of the Consumer Product Safety Act, 15 U.S.C. 2058(e), provides that when an amendment to a consumer product safety rule involves a material change the procedures in sections 7 and 9 apply. It is the Commission's view that the amendment issued below does not involve a material change to the lead-containing paint ban because it does not affect the basic purpose and provisions of the ban. Therefore, the provisions of section 7 and 9 (a)-(d) do not apply. The Commission believes that the informal rulemaking procedures of the Administrative Procedure Act (APA), 5 U.S.C. 533, do apply. The Commission has decided to make this amendment effective immediately March 2, 1978, so that it may be in effect before or at the same time as the lead-containing paint ban. In this regard the Commission notes that subsection (d) of §553 of the APA excepts substantive rules which grant or recognize an exemption from the 30-day delayed effective date requirement.

Accordingly, pursuant to provisions of the Consumer Product Safety Act (sec. 9(e), 86 Stat. 1216; 15 U.S.C. 2058(e)), and the Administrative Procedure Act, 5 U.S.C. 553, the Commission amends 16 CFR 1303.3(c) by adding a new subparagraph (3) as follows:

§1303.3 Exemptions.

* * * * *

(c) The following products are exempt from the scope of the ban established by Part 1303 (no cautionary labeling is required):

* * * * *

(3) Metal furniture articles (but not metal children's furniture) bearing factory-applied (lead) coatings.

(Sec. 9(e), 86 Stat. 1216 (15 U.S.C. 2058(e)).)

Effective date: The amendment is effective March 2, 1978.

Dated: February 27, 1978.

SADYE E. DUNN,
Acting Secretary, Consumer Product Safety Commission.

[FR Doc. 78-5511 Filed 3-1-78; 8:45 am]

[4910-14]

Title 33—Navigation and Navigable Waters

CHAPTER 1—COAST GUARD, DEPARTMENT OF TRANSPORTATION

[CGD 77-242]

PART 3—COAST GUARD AREAS

Boundary Line Revision

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: These amendments change the eastern hemisphere boundary line for the Coast Guard Atlantic and Pacific areas. The geographic boundaries of the Navy Unified Command and Fleet Command structures

have been changed. As a result, all of the Indian Ocean area was placed under the Pacific Commands. Because of the command relationship that exists between the Navy and the Coast Guard in time of war and other contingencies, the Coast Guard Area eastern hemisphere boundary line is also adjusted.

EFFECTIVE DATE: This amendment is effective on: February 27, 1978.

FOR FURTHER INFORMATION CONTACT:

Captain George K. Greiner, Marine Safety Council (G-CMC/81), Room 8117, Department of Transportation, Nassif Building, 400 Seventh Street SW., Washington, D.C. 20590, 202-426-1477.

SUPPLEMENTARY INFORMATION: Since these amendments are matters relating to agency organization, they are exempt from the notice and public procedure requirements in 5 U.S.C. 553(b), and since they are not substantive, they may be made effective in less than 30 days after publication in the FEDERAL REGISTER under 5 U.S.C. 553(d)(2).

DISCUSSION OF AMENDMENTS

The Coast Guard Atlantic Area-Pacific Area boundary line, which currently extends from the South Pole north along 62° E. longitude to the Asian land mass, is changed to extend north along 17° E. longitude to the African land mass. This document also corrects a long-standing editorial error concerning the ocean area line along the coast of the North, Central, and South American land mass for the Atlantic area. This line extends along the east coast of the land mass, and should so read, not the west coast as currently indicated in the regulation.

DRAFTING INFORMATION

The principal persons involved in drafting this proposal are: Captain George K. Greiner, Project Manager, Marine Safety Council, and Edward J. Gill, Jr., Project Attorney, Office of the Chief Counsel.

In consideration of the foregoing, Part 3 of Title 33 of the Code of Federal Regulations is amended as follows:

1. By revising § 3.04-1(b) to read as follows:

§ 3.04-1 Atlantic area

* * * * *

(b) The Atlantic Area shall comprise the land areas and U.S. navigable waters of the First, Second, Third, Fifth, Seventh, Eighth, and Ninth Coast Guard Districts and the ocean areas lying east of a line extending from the North Pole south along 95° W. longitude to the North American land mass; thence along the east coast of the North, Central, and South American land mass to the intersection with 70° W. longitude; thence due south to the South Pole. These waters extend east to the Eastern Hemisphere dividing line between the Atlantic and Pacific Areas which lies along a line extending from the North Pole south along 100° E. longitude to the Asian land mass and along a line extending from the South Pole north along 17° E. longitude to the African land mass.

2. By revising § 3.04-3(b) to read as follows:

§ 3.04-3 Pacific area.

* * * * *

(b) The Pacific Area shall comprise the land areas and the U.S. navigable waters of the Eleventh, Twelfth, Thirteenth, Fourteenth, and Seventeenth Coast Guard Districts and the ocean areas lying west of a line extending from the North Pole south along 95° W. longitude to the North American land mass; thence along the west coast of the North, Central and South American land mass to the intersection with 70° W. longitude; thence due south to the South Pole. These waters extend west to the Eastern Hemisphere dividing line between the Atlantic and Pacific Areas which lies along a line extending from the North Pole south along 100° E. longitude to the Asian land mass and along a line extending from the South Pole north along 17° E. longitude to the African land mass.

(80 Stat. 383, as amended (5 U.S.C. 552); 63 Stat. 545 (14 U.S.C. 633); 80 Stat. 937 (49 U.S.C. 1655(b)); 49 CFR 1.45 and 1.46.)

NOTE.—The Coast Guard has determined that this document does not contain a major proposal requiring preparation of an economic impact statement under Executive Order 11821, as amended, and OMB Circular A-107.

Dated: February 21, 1978.

E. L. PERRY,
Vice Admiral, U.S. Coast Guard,
Acting Commandant.

[FR Doc. 78-5131 Filed 3-1-78; 8:45 am]

[4910-14]

[CGD 77-146]

PART 117—DRAWBRIDGE OPERATION REGULATIONS

Hillsborough River, Fla.

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: This amended regulation will provide further restrictions for the Platt Street, Brorein Street, Kennedy Boulevard, Cass Street, and Laurel Avenue drawbridges across the Hillsborough River, Tampa, Fla., by requiring at least 2 hours notice from 10 p.m. to 6 a.m. This change is being made because of limited vessel traffic (an average of one opening on each bridge every other day during this period). This action will relieve the bridge owner of maintaining constant attendance at these bridges.

EFFECTIVE DATE: This amendment is effective on March 24, 1978.

FOR FURTHER INFORMATION CONTACT:

Frank L. Teuton, Jr., Chief, Drawbridge Regulations Branch (G-WBR/73), Room 7300, Nassif Building, 400 Seventh Street SW., Washington, D.C. 20590, 202-426-0942.

SUPPLEMENTARY INFORMATION: On September 19, 1977, the Coast Guard published a proposed rule (42 FR 46931) concerning this amendment. The Commander, Seventh Coast Guard District, also published these proposals as a public notice dated September 19, 1977. Interested persons were given until October 18, 1977, to submit comments.

DRAFTING INFORMATION: The principal persons involved in drafting this rule are: Frank L. Teuton, Jr., Project Manager, Office of Marine Environment and Systems, and Edward J. Gill, Project Attorney, Office of the Chief Counsel.

DISCUSSION OF COMMENTS

One comment was received which was not pertinent to the proposal.

In consideration of the foregoing, Part 117 of Title 33 of the Code of Federal Regulations, is amended by revising § 117.465 to read as follows:

§ 117.465 Hillsborough River, Tampa, Florida.

(a) City of Tampa highway bridges at Platt Street, mile 0.0; Brorein Street, mile 0.16; and the State of Florida highway bridge at Kenney Boulevard, mile 0.4. From 6 a.m. to 10 p.m., the draws shall open on signal except that from 7:30 a.m. to 9 a.m. and 4 p.m. to 6:15 p.m., Monday through Saturday, the draws of these bridges need not be opened for passage of vessels. From 10 p.m. to 6 a.m., the draws shall open on signal if at least 2 hours advance notice is given.

(b) City of Tampa highway bridges at Cass Street, mile 0.7, and Laurel Street, mile 1.0. From 6 a.m. to 10 p.m., the draws shall open on signal. From 10 p.m. to 6 a.m., the draws shall open on signal if at least 2 hours advance notice is given.

(c) Seaboard Coast Line Railroad bridge at Cass Street, mile 0.7. The draw shall open on signal from 4 p.m. to 12 midnight, Monday through Friday. At all other times the draw