

After consideration of all relevant material presented, including the information and recommendation submitted by the Committee and other available information, it is hereby found that this rule, as hereinafter set forth, will tend to effectuate the declared policy of the Act.

Pursuant to 5 U.S.C. 553, it is also found and determined that good cause exists for not postponing the effective date of this rule until 30 days after publication in the Federal Register because: (1) The Committee needs to have sufficient funds to pay its expenses which are incurred on a continuous basis; (2) the 1996–97 crop year began October 1, 1996, and the marketing order requires that the rate of assessment for each crop year apply to all assessable dates handled during such crop year; (3) handlers are aware of this action which was recommended by a vote of 8 to 1 by the Committee at a public meeting and is similar to other assessment rate actions issued in past years; and (4) an interim final rule was published on this action which provided a 30-day comment period, and no comments were received.

#### List of Subjects in 7 CFR Part 987

Dates, Marketing agreements, Reporting and recordkeeping requirements.

Note: This section will appear in the Code of Federal Regulations.

For the reasons set forth in the preamble, 7 CFR part 987 is amended as follows:

#### **PART 987—DOMESTIC DATES PRODUCED OR PACKED IN RIVERSIDE COUNTY, CALIFORNIA**

Accordingly, the interim final rule amending 7 CFR part 987 which was published at 61 FR 49955 on September 24, 1996, is adopted as a final rule without change.

Dated: November 12, 1996.

Eric M. Forman,  
Acting Director, Fruit and Vegetable Division.  
[FR Doc. 96–29728 Filed 11–20–96; 8:45 am]

BILLING CODE 3410–02–P

#### **DEPARTMENT OF TRANSPORTATION**

#### **Federal Aviation Administration**

#### **14 CFR Part 71**

[Airspace Docket No. 95–AWP–3]

#### **Establishment of Class E Airspace; Grand Canyon-Valle Airport, AZ**

AGENCY: Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action establishes a Class E airspace area at Grand Canyon-Valle Airport, AZ. The development of a VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 19 and a Global Positioning System (GPS) SIAP to RWY 01/19 at Grand Canyon-Valle Airport has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Grand Canyon-Valle Airport, AZ.

**EFFECTIVE DATE:** 0901 UTC January 30, 1997.

**FOR FURTHER INFORMATION CONTACT:** William Buck, Airspace Specialist, Operations Branch, AWP–530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725–6556.

#### **SUPPLEMENTARY INFORMATION:**

##### **History**

On October 8, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing Class E airspace area at Grand Canyon-Valle Airport, AZ (61 FR 52734). This action will provide adequate controlled airspace to accommodate a VOR/DME RWY 19 and GPS RWY 01/19 SIAP at Grand Canyon-Valle Airport, AZ.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in this Order.

##### **The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes a Class E airspace area at Grand Canyon-Valle Airport, AZ. The development of a VOR/DME and GPS SIAP to Grand Canyon-Valle Airport has made this action necessary. The effect of this action will provide adequate airspace for aircraft executing the VOR/DME RWY 19 and GPS RWY 01/19 SIAP at Grand Canyon-Valle Airport, AZ.

The FAA has determined that this regulation only involves an established

body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 10034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that his rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### **List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

#### **Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

#### **PART 71—[AMENDED]**

1. The authority citation for 14 CFR part 71 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 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

*Paragraph 6005 Class E airspace area extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

AWP AZ E5 Grand Canyon-Valle Airport, AZ [New]

Grand Canyon-Valle Airport, AZ  
(lat. 35°39'03"N, long. 112°08'47"W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Valle Airport and within 1.4 miles each side of the 021° bearing from the Valle Airport extending from the 6.4-mile radius of the Valle Airport to 8 miles northwest of the Valle Airport and within 2 miles each side of the 201° bearing from the Valle Airport extending from the 6.4-mile radius of the Valle Airport to 10 miles southwest of the Valle Airport. That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 35°42'00"N, long. 112°00'03"W; to lat. 35°18'30"N, long. 112°00'03"W; to lat. 35°24'00"N, long. 112°21'00"W; to lat. 35°34'00"N, long. 112°20'30"W; to lat.

35°38'00"N, long. 112°17'00"W; to lat. 35°38'00"N, long. 112°07'03"W; to lat. 35°42'00"N, long. 112°07'03"W, thence to the point of beginning.

\* \* \* \* \*

Issued in Los Angeles, California, on November 4, 1996.

Sabra W. Kaulia,

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

[FR Doc. 96-29818 Filed 11-20-96; 8:45 am]

BILLING CODE 4910-13-M

## 14 CFR Part 71

### [Airspace Docket No. 96-AWP-16]

#### Establishment of Class E Airspace; Phoenix, Deer Valley Municipal Airport, AZ

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the airspace designation and description of a final rule that was published in the Federal Register on October 7, 1996 (61 FR 52283), Airspace Docket No. 96-AWP-16.

**EFFECTIVE DATE:** 0901 UTC December 5, 1996.

#### FOR FURTHER INFORMATION CONTACT:

William Buck, Airspace Specialist, Operations Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6556.

#### SUPPLEMENTARY INFORMATION:

##### History

Federal Register Document 96-25607, Airspace Docket No. 96-AWP-16, published on October 7, 1996 (61 FR 52283), established a Class E airspace area at Phoenix-Deer Valley Municipal Airport, AZ. An error was discovered in the airspace designation and description in the Phoenix-Deer Valley Municipal Airport, AZ, Class E airspace area. This action corrects that error.

##### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace designation and description for the Class E airspace area at Phoenix-Deer Valley Municipal Airport, AZ, as published in the Federal Register on October 7, 1996 (61 FR 52283), (Federal Register Document 96-25607; page 52283, columns 2 and 3), are corrected as follows:

#### § 71.1 [Corrected]

On page 52283, in the second column, in the second paragraph, in the seventh line "paragraph 6002" should read "paragraph 6004."

On page 52283, in the third column, in the fourth paragraph, under § 71.1 [Amended], "Paragraph 6002 Class E airspace areas designated as a surface area for an airport" should read "Paragraph 6004 Class E airspace areas designated as an extension to a Class D surface area."

AWP AZ E4 Phoenix, Deer Valley Municipal, AZ [Corrected]

Phoenix, Deer Valley Municipal Airport, AZ (lat. 33°41'18"N, long. 112°04'56"W)

On page 52283, the third column, the airspace description for Phoenix, Deer Valley Municipal, AZ, is corrected to read as follows:

Within 3 miles south and 2 miles north of the 287° bearing from the Deer Valley Municipal Airport extending from the 4.4-mile radius of the Deer Valley Municipal Airport to 9.2 miles west of the airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Issued in Los Angeles, California, on November 4, 1996.

Sabra W. Kaulia,

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

[FR Doc. 96-29819 Filed 11-20-96; 8:45 am]

BILLING CODE 4910-13-M

## FEDERAL TRADE COMMISSION

### 16 CFR Part 21

#### Guides for the Mirror Industry

**AGENCY:** Federal Trade Commission.

**ACTION:** Final rules; Recision of the guides for the mirror industry.

**SUMMARY:** The Guides for the Mirror Industry were promulgated in 1962 to prevent deception in the sale and marketing of mirrors for decorative and utilitarian uses with respect to the material content of the glass from which mirrors were made and the method by which the backing was affixed to mirrors. When the Mirror Guides were adopted, the process used to manufacture glass for mirrors was not uniform and there were no industry standards that regulated quality, reflectivity, or durability of mirrors. Since that time, the glass industry, and as a result the mirror industry, have undergone significant changes. First, mirrors are no longer made from "plate glass" or "sheet glass," both of which produced mirrors with a high level of

distortion. Today, all commercial glass manufacturers use the Pilkington process to manufacture float glass. This process produces high quality glass that is almost distortion-free. Second, industry standards have been promulgated that govern the quality, acceptable levels of distortion, reflectivity and durability of glass suitable for use in mirrors. Third, the process used to affix copper backing to mirrors has undergone significant technological improvement that lessens, if not eliminates, the potential for deception as to the type of backing used. Finally, due to technological changes, industry participants consider much of the terminology used in the Mirror Guides to be obsolete. These facts appear to make the Mirror Guides obsolete and unnecessary. Because of these changes, the Commission has determined that it is in the public interest to rescind the Guides for the Mirror Industry.

**EFFECTIVE DATE:** November 21, 1996.

**ADDRESS:** Requests for copies of this document should be sent to the Public Reference Branch, Room 130, Federal Trade Commission, Washington, D.C. 20580.

#### FOR FURTHER INFORMATION CONTACT:

Jessica D. Gray, Attorney, Federal Trade Commission, Washington, D.C. 20580, (202) 326-2025.

**SUPPLEMENTARY INFORMATION:** The Mirror Guides, promulgated by the Commission on June 30, 1962, and amended on September 13, 1972 (37 FR 18448), and February 27, 1979 (44 FR 11183), give guidance about acceptable and unacceptable claims made in advertising or promotional materials used in the sale or distribution of mirrors.

Specifically, under these Guides it is an unfair or deceptive act or practice for any industry member, in connection with the sale, offering for sale, or distribution of mirrors, to use any advertisement or representation which is false or has the tendency to mislead purchasers or prospective purchasers with respect to the type, grade, quality, quantity, use, size, design, material, finish, strength, backing, silvering, thickness, composition, origin, preparation, manufacture, value, or distribution of any mirror.

Under the Mirror Guides it is also an unfair or deceptive act or practice for any member of the industry to sell, offer for sale, or distribute any mirror under any representation or circumstance having the capacity to mislead or deceive purchasers or prospective purchasers with regard to the type or