

thereafter be continuously published in the Airport/Facility Directory.

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AGL IN E2 South Bend, IN [New]

South Bend, Michiana Regional Transportation Center Airport, IN (Lat. 41°42'32" N., long. 86°19'07" W.)

Within a 5-mile radius of the Michiana Regional Airport, excluding that airspace within a 1-mile radius of the Chain-O-Lakes Airport, and excluding that airspace 1 mile either side of the 214° bearing from the Chain-O-Lakes Airport to the 5-mile radius of the Michiana Regional Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

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Issued in Des Plaines, Illinois on December 20, 1994.

Maureen Woods,

Acting Manager, Air Traffic Division.

[FR Doc. 95-353 Filed 1-5-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 94-AEA-01]

Modification of Class E Airspace; New York, NY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class E airspace to accommodate a standard instrument approach procedure (SIAP) for the Teterboro, NJ Airport, for aircraft operating under instrument flight rules (IFR).

EFFECTIVE DATE: 0901 U.T.C. March 30, 1995.

FOR FURTHER INFORMATION CONTACT: Frank Jordan, Designated Airspace Specialist, System Management Branch, AEA-530, F.A.A. Eastern Region, Fitzgerald Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430; telephone: (718) 553-0857.

SUPPLEMENTARY INFORMATION:

History

On August 22, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise Class E Airspace in the vicinity of New York, NY (59 FR 46206). The proposal would establish additional controlled airspace extending upward from 700 feet above the surface of the earth for IFR procedures at the Teterboro, NJ, Airport.

Interested parties were invited to participate in this rulemaking

proceeding by submitting written comments on the proposal to the FAA. One comment was submitted concurring with the proposal.

Airspace Reclassification, in effect as of September 16, 1993, has discontinued the use of the term "Transition Area," and certain controlled airspace extending upward from 700 feet or more above the surface of the earth is now Class E airspace. Except for editorial changes, this amendment is the same as that proposed in the notice. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations are published in Paragraph 6005 of FAA Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations revises Class E airspace in the vicinity of New York, NY, for aircraft utilizing SIAPS at the Teterboro, NJ, Airport.

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 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 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 part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 6005—Class E airspace areas extending upward from 700 feet or more above the surface of the earth

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AEA NY E5 New York, NY [Revised]

John F. Kennedy International Airport, New York, NY

(Lat. 40°38'25"N., long. 73°46'40"W.)

Canarsie VOR/DME

(Lat. 40°36'45"N., long. 73°53'40"W.)

LaGuardia Airport, New York, NY

(Lat. 40°46'38"N., long. 73°52'21"W.)

LaGuardia VOR/DME

(Lat. 40°47'01"N., long. 73°52'06"W.)

Teterboro Airport, NJ

(Lat. 40°51'00"N., long. 74°03'40"W.)

Newark International Airport, NJ

(Lat. 40°41'34"N., long. 74°10'07"W.)

Morristown Municipal Airport, NJ

(Lat. 40°47'57"N., long. 74°24'54"W.)

Chatham NDB

(Lat. 40°44'27"N., long. 74°25'48"W.)

Essex County Airport, Caldwell, NJ

(Lat. 40°52'30"N., long. 74°16'53"W.)

MOREE LOM

(Lat. 40°52'47"N., long. 74°20'04"W.)

Paterson NDB

(Lat. 40°56'47"N., long. 74°09'04"W.)

That airspace extending upward from 700 feet above the surface within a 7.9-mile radius of John F. Kennedy International Airport and within 2.7 miles each side of the Canarsie VOR/DME 212° radial, extending from the Canarsie VOR/DME to 3.5 miles southwest of the VOR and within a 6.9-mile radius of LaGuardia Airport and within 3.1 miles each side of the LaGuardia VOR/DME 035° radial extending from the LaGuardia VOR/DME to 8.1 miles northeast of the LaGuardia VOR/DME and within a 6.7-mile radius of Teterboro Airport and within 3 miles either side of a 048° (T) 061° (M) bearing from the northeast end of a northeast to southwest runway at Teterboro Airport extending from the 6.7-mile radius area to 10 miles northeast of the northeast end of the runway and within a 7-mile radius of Newark International Airport and within a 6.6-mile radius of Morristown Municipal Airport and within 8 miles northwest and 4 miles southeast of a 204° bearing from the Chatham NDB extending from the Chatham NDB to 16 miles southwest of the NDB and within a 6.6-mile radius of Essex County Airport and within 4 miles north and 8 miles south of a 276° bearing from the MOREE LOM extending from the MOREE LOM to 16 miles west of the LOM and within 8 miles northwest and 4 miles southeast of a 057° bearing from the Paterson NDB extending from the Paterson NDB to 16 miles northeast of the NDB.

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Issued in Jamaica, New York, on December 20, 1994.

John S. Walker,

Manager, Air Traffic Division.

[FR Doc. 95-354 Filed 1-5-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 94-AEA-04]

Establishment of Class E Airspace; Islip, NY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes additional controlled airspace extending upward from the surface at the Long Island MacArthur Airport, Islip, NY, during the hours that the Air Traffic Control Tower (ATCT) is not in operation in order to accommodate aircraft operating under instrument flight rules. Additionally, a minor technical correction is being made to the legal description from that proposed in the original notice, to reflect the operational hours associated with this airspace area.

EFFECTIVE DATE: 0901 U.T.C. March 30, 1995.

FOR FURTHER INFORMATION CONTACT: Frank Jordan, Designated Airspace Specialist, System Management Branch, AEA-530, F.A.A. Eastern Region, Fitzgerald Federal Building # 111, John F. Kennedy International Airport, Jamaica, New York 11430; telephone: (718) 553-0857.

SUPPLEMENTARY INFORMATION:

History

On August 22, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E Airspace at Islip, New York, when the associated ATCT is not in operation (59 FR 46364). The proposal would establish additional-controlled airspace extending upward from the surface of the earth to accommodate aircraft operations conducted under instrument flight rules.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments were received on the proposal.

Airspace Reclassification, in effect as of September 16, 1993, has discontinued the use of the term "Control Zone," and airspace designated as a surface area for an airport is now Class E airspace.

Except for editorial changes, this amendment is the same as that proposed in the notice. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations for areas designated as a surface area for an airport are published in Paragraph 6002 of FAA Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations establishes Class E Airspace at Islip, New York, when the associated ATCT is not in operation to accommodate aircraft operations conducted under instrument flight rules.

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 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 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 part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9596, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective

September 16, 1994, is amended as follows:

Paragraph 6002—Class E airspace areas designated as a surface area an airport

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AEA NY E2 Long Island MacArthur Airport, Islip, NY [NEW]

Long Island MacArthur Airport
(Lat. 40°47'44"N., long. 73°05'58"W.)

Bayport Aerodrome
(Lat. 40°45'30"N., long. 73°03'13"W.)

Within a 5-mile radius of the Long Island MacArthur Airport, excluding that airspace from the surface to but not including 700 feet MSL within 1 mile west of Bayport Aerodrome and parallel to Runway 18/36 from south of the Sunrise Highway southbound to the 5-mile radius of the Long Island MacArthur Airport, counterclockwise to south of Nichols Road thence northbound along Nichols Road to south of and parallel to the Sunrise Highway westbound to the beginning point. 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.

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Issued in Jamaica, New York, on December 20, 1994.

John S. Walker,

Manager, Air Traffic Division.

[FR Doc. 95-352 Filed 1-5-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28009; Amdt. No. 1641]

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.