

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. 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 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 6010(a)—Domestic VOR Federal Airways

* * * * *

V-36 [Revised]

From Thunder Bay, ON, Canada; Wawa, ON, Canada; Sault Ste Marie, MI; Elliot Lake, ON, Canada; Wiarton, ON, Canada; INT Wiarton 150° and Toronto, ON, Canada, 304° radials; Toronto; INT Toronto 150° and Buffalo, NY, 306° radials; Buffalo; Elmira, NY; INT Elmira 110° and LaGuardia, NY, 310° radials; to INT LaGuardia 310° and Stillwater, NJ, 043° radials. The airspace within Canada is excluded.

* * * * *

Issued in Washington, DC, on January 18, 1995.

Harold W. Becker,

Manager, Airspace—Rules and Aeronautical Information Division.

[FR Doc. 95–2247 Filed 1–27–95; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 97

[Docket No. 28055; Amdt. No. 1644]

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 the adoption of new or revised criteria, or 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.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

*For Purchase—*Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

*By Subscription—*Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT: Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8277.

SUPPLEMENTARY INFORMATION: This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4, and 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim

publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. Some SIAP amendments may have been previously issued by the FAA in a National Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are unnecessary, impracticable, and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days.

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. It, therefore—(1) Is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment 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 97

Air traffic control, Airports, Navigation (air).

Issued in Washington, DC, on January 13, 1995.

Thomas C. Accardi,

Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 97 of the Federal Aviation Regulations (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures, effective at 0901 UTC on the dates specified, as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

1. The authority citation for part 97 continues to read as follows:

Authority: 49 U.S.C. app. 1348, 1354(a), 1421 and 1510; 49 U.S.C. 106(g); and 14 CFR 11.49(b)(2).

2. Part 97 is amended to read as follows:

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, ISMLS, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * * *Effective 30 March 1995*

Galena, AK, Galena, NDB-A, Orig
Warsaw, IN, Warsaw Mini, SDF RWY 9, Amdt 4, CANCELLED
Topeka, KS, Phillip Billard Muni, ILS RWY 13, Amdt 31
Flemingsburg, KY, Fleming-Mason, VOR/DME or GPS-A, Amdt 5
Flemingsburg, KY, Fleming-Mason, NDB or GPS RWY 25, Amdt 7
Georgetown, KY, Georgetown-Scott County Arpt-Marshall Fld, VOR/DME RWY 03, Orig
Mayfield, KY, Mayfield Graves County, VOR/DME-A, Amdt 7
Mayfield, KY, Mayfield Graves County, NDB RWY 36, Amdt 2
Mayfield, KY, Mayfield Graves County, VOR/DME RNAV RWY 18, Amdt 3
Prestonburg, KY, Big Sandy Regional, VOR/DME-A, Amdt 1
Hancock, MI, Houghton County Memorial, VOR or GPS RWY 13, Amdt 15
Hancock, MI, Houghton County Memorial, VOR or GPS RWY 25, Amdt 17
Hancock, MI, Houghton County Memorial, VOR RWY 31, Amdt 14

Hancock, MI, Houghton County Memorial, LOC/DME BC RWY 13, Amdt 11
Hancock, MI, Houghton County Memorial, NDB OR GPS RWY 31, Amdt 11
Hancock, MI, Houghton County Memorial, ILS RWY 31, Amdt 12
Newark, NJ, Newark Intl, COPTER ILS/DME 039, Orig
Newark, NJ, Newark Intl, COPTER ILS/DME 219, Orig
New York, NY, La Guardia, COPTER ILS/DME 224, Orig
Hebronville, TX, Jim Hogg County, NDB RWY 13, Amdt 2
Bluefield, WV, Mercer County, ILS RWY 23, Amdt 14

Note: Remove and destroy the following procedure published in TL 95-01: Little Rock, AR, North Little Rock Muni, VOR/DME RWY 35, Amdt 4, EFF 30 MAR 95, CANCELLED

* * * *Effective 2 March 1995*

Hampton, IA, Hampton Municipal, RNAV or GPS RWY 17 Amdt 1A, CANCELLED
Tipton, IA, Mathews Memorial, VOR or GPS RWY 11, Amdt 2
Hugoton, KS, Hougoton Muni, NDB RWY 2, Amdt 2
Sedalia, MO, Sedalia Memorial, NDB RWY 36, Amdt 8
Dayton, OH, Greene County, VOR-A, Amdt 1, CANCELLED
George West, TX, Live Oak County, VOR/DME or GPS-A, Amdt 1
Houston, TX, Clover Field, VOR/DME-A, Amdt 3

* * * *Effective 2 February 1995*

Little Rock, AR, North Little Rock Muni, VOR/DME or GPS RWY 35, Amdt 4, CANCELLED
Fairmont, MN, Fairmont Muni, ILS RWY 31, Orig

[FR Doc. 95-2244 Filed 1-27-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28008; Amdt. No. 1640]

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