

ANM WA E5 Wenatchee, WA [Revised]

Wenatchee, Pangborn Memorial Airport, WA
(lat. 47°23'55"N, long. 120°12'24"W)
Wenatchee. VOR/DME
(lat. 47°23'58"N, long. 120°12'39"W)

That airspace extending upward from 700 feet above the surface within 4.3 miles each side of the 299° radial from the Wenatchee VOR/DME to 13.4 miles northwest of the VOR/DME and within 4.3 miles southwest and 8 miles northeast of the 124° radial from the Wenatchee VOR/DME to 21 miles southeast of the VOR/DME, excluding that portion within the Moses Lake, Grant County, and Quincy Airport, WA, Class E airspace areas; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at:

lat. 47°36'00"N, long. 120°43'00"W;
to lat. 47°36'00"N, long. 119°39'30"W;
to lat. 47°07'00"N, long. 119°39'30"W;
to lat. 47°07'00"N, long. 120°43'00"W;
to the point of beginning. Excluding that portion within the Moses Lake, Grant County Airport, WA, Class E airspace area.

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Issued in Seattle, Washington, on February 1, 1995.

Richard E. Prang,

*Acting Manager, Air Traffic Division,
Northwest Mountain Region.*

[FR Doc. 95-4068 Filed 2-16-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 94-AGL-35]

**Establishment of Class E Airspace;
Green Bay, WI**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Austin Straubel International Airport, Green Bay, WI. Presently, the area is designated as Class C airspace when the associated control tower is in operation. However, controlled airspace to the surface is needed when the control tower located at this airport is closed. The intended effect of this action is to provide adequate Class E airspace for instrument flight rule (IFR) operations when this control tower is closed.

EFFECTIVE DATE: 0901 UTC, May 25, 1995.

FOR FURTHER INFORMATION CONTACT:

Jeffrey L. Griffith, Air Traffic Division, System Management Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (708) 294-7568.

SUPPLEMENTARY INFORMATION:**History**

On December 12, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Green Bay, WI, (59 FR 63939). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations are published in Paragraph 6002 of FAA Order 7400.9B 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 Austin Straubel International Airport, Green Bay, WI. Presently, the area is designated as a Class C airspace when the associated control tower is in operation. However, controlled airspace to the surface is needed when the control tower located at this airport is closed. The intended effect of this action is to provide adequate Class E airspace for instrument flight rule (IFR) operations when this control tower is closed.

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. Since this is a routine matter that will only effect 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 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 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 for an
airport.*

* * * * *

AGL WI E2 Green Bay, WI [New]

Green Bay, Austin Straubel International
Airport, WI

(lat. 44°29'09"N., long. 88°07'46"W.)

Within a 5-mile radius of the Austin Straubel International 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 February 7, 1995.

Roger Wall,

Manager, Air Traffic Division.

[FR Doc. 95-4069 Filed 2-16-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28074; Amdt. No. 1651]

**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.

ADDRESSES: Availability of matter 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 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 on each SIAP is contained in the appropriate FAA Form 8260 and the National Flight Data Center (FDC)/Permanent (P) Notices to Airmen (NOTAM) which are incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). 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 of 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.

The Rule

This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes SIAPs. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained in the content of the following FDC/P NOTAM for each SIAP. The SIAP information in some previously designated FDC/Temporary (FDC/T) NOTAMs is of such duration as to be permanent. With conversion to FDC/P NOTAMs, the respective FDC/T NOTAMs have been cancelled.

The FDC/P NOTAMs for 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 chart changes to SIAPs by FDC/P NOTAMs, the TERPS criteria were applied to only these specific conditions existing at the affected airports. All SIAP amendments in this rule 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 all these SIAP amendments requires making them effective in less than 30 days.

Further, the SIAPs contained in this amendment are based on the criteria contained in the TERPS. 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 these SIAPs effective in less than 30 days.

Conclusion

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 February 10, 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, and 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 Upon Publication*

FDC date	State	City	Airport	FDC No.	SIAP
01/24/95	WI	Madison	Dane County Regional-Truax Field	FDC 5/0303	VOR or TACAN or GPS RWY 18 AMDT 20...
01/24/95	WI	Madison	Dane County Regional-Truax Field	FDC 5/0306	ILS RWY 18 AMDT 6...
01/24/95	WI	Madison	Dane County Regional-Truax Field	FDC 5/0308	ILS RWY 36 AMDT 29...
01/24/95	WI	Madison	Dane County Regional-Truax Field	FDC 5/0496	NDB or GPS RWY 36 AMDT 28...
01/24/95	WI	Madison	Dane County Regional-Truax Field	FDC 5/0496	NDB or GPS RWY 36 AMDT 28...
01/24/95	WI	Madison	Morey	FDC 5/0300	VOR or GPS-B AMDT 5...
01/24/95	WI	Madison	Morey	FDC 5/0302	VOR or GPS-A AMDT 6...
01/25/95	IA	Fort Dodge	Fort Dodge Regional	FDC 5/0332	RNAV or GPS RWY 24, AMDT 5...
01/25/95	ME	Bangor	Bangor Intl	FDC 5/0317	ILS RWY 15 AMDT 2...
01/27/95	FL	Melbourne	Melbourne Intl	FDC 5/0365	VOR RWY 9R AMDT 19...
01/27/95	FL	Melbourne	Melbourne Intl	FDC 5/0366	VOR or GPS RWY 27L AMDT 11...
01/27/95	FL	Melbourne	Melbourne Intl	FDC 5/0368	ILS RWY 9R AMDT 9...
01/27/95	FL	Miami	Kendall-Tamiami Executive	FDC 5/0362	ILS RWY 9R AMDT 7A...
01/27/95	FL	Miami	Kendall-Tamiami Executive	FDC 5/0363	NDB RWY 9R ORIG-A...
01/27/95	FL	Punta Gorda	Charlotte County	FDC 5/0359	VOR or GPS RWY 3 ORIG...
01/27/95	FL	Punta Gorda	Charlotte County	FDC 5/0360	VOR or GPS RWY 21 AMDT 3...
01/31/95	FL	Fort Lauderdale	Fort Lauderdale-Hollywood Intl	FDC 5/0415	NDB RWY 13 AMDT 14A...
01/31/95	FL	Fort Lauderdale	Fort Lauderdale-Hollywood Intl	FDC 5/0416	LOC RWY 9R AMDT 3A...
01/31/95	FL	Fort Lauderdale	Fort Lauderdale-Hollywood Intl	FDC 5/0417	VOR RWY 27R AMDT 10A...
01/31/95	FL	Fort Lauderdale	Fort Lauderdale-Hollywood Intl	FDC 5/0418	LOC RWY 13 ORIG-A...
01/31/95	FL	Kissimmee	Kissimmee Muni	FDC 5/0423	NDB RWY 15 AMDT 9...
01/31/95	FL	Miami	Miami Intl	FDC 5/0425	NDB or GPS RWY 27L AMDT 18...
01/31/95	FL	Miami	Miami Intl	FDC 5/0428	NDB RWY 27R ORIG...
01/31/95	FL	Miami	Miami Intl	FDC 5/0429	ILS RWY 12, AMDT 2A...
01/31/95	FL	Miami	Miami Intl	FDC 5/0431	IL RWY 27L, AMDT 22...
01/31/95	FL	Vero Beach	Vero Beach Muni	FDC 5/0434	VOR/DME RWY 29L, AMDT 2A...
01/31/95	FL	Vero Beach	Vero Beach Muni	FDC 5/0435	NDB RWY 29L, ORIG-A...
01/31/95	GA	Augusta	Bush Field	FDC 5/0441	RADAR-1 AMDT 6...
01/31/95	GA	Elberton	Elberton County-Patz Field	FDC 5/0444	VOR/DME or GPS RWY 10, AMDT 2A...
01/31/95	MS	Bay St. Louis	Stennis Intl	FDC 5/0445	NDB RWY 17 ORIG...
01/31/95	MS	Bay St. Louis	Stennis Intl	FDC 5/0446	RNAV or GPS RWY 17 AMDT 2...
02/01/95	FL	Fort Lauderdale	Fort Lauderdale-Hollywood Intl	FDC 5/0456	RADAR-1 AMDT 3A...
02/01/95	FL	Miami	Miami Intl	FDC 5/0455	ILS RWY 9R AMDT 7...
02/01/95	FL	Pompano Beach	Pompano Beach Airpark	FDC 5/0457	LOC RWY 14 ORIG...
02/01/95	FL	Vero Beach	Vero Beach Muni	FDC 5/0451	NDB RWY 11R ORIG 2A...
02/02/95	AK	Kodiak	Kodiak	FDC 5/0476	NDB-1, RWY 25, AMDT 3...
02/02/95	GA	Macon	Middle Georgia Regional	FDC 5/0500	VOR RWY 13 AMDT 7A...
02/02/95	MN	Grand Marais	Cook County	FDC 5/0483	NDB or GPS RWY 27 ORIG...
02/02/95	MN	Moose Lake	Moose Lake Carlton County	FDC 5/0520	NDB or GPS RWY 4 ORIG...
02/02/95	NY	Islip	Long Island MacArthur	FDC 5/0504	ILS RWY 6 AMDT 21...
02/03/95	AL	Mobile	Mobile Downtown	FDC 5/0541	RADAR-1 ASR RWY 36 ORIG...
02/03/95	CA	San Diego	San Diego Intl-Lindbergh Field	FDC 5/0523	NDB RWY 27 AMDT 1...
02/03/95	CA	San Diego	San Diego Intl-Lindbergh Field	FDC 5/0526	LOC RWY 27 AMDT 2...
02/07/95	MN	Duluth	Duluth Intl	FDC 5/0572	ILS RWY 9 AMDT 18...
02/07/95	NY	New York	John F. Kennedy Intl	FDC 5/0594	ILS/DME RWY 22R ORIG...

[FR Doc. 95-4072 Filed 2-16-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28073; Amdt. No. 1650]

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: