

depicted on appropriate aeronautical charts thereby enabling pilots to circumnavigate the area or otherwise comply with IFR procedures.

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. Class E airspace designations for surface areas of an airport 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 (14 CFR part 71) amends the Class E airspace area at Cordova, AK, by providing required controlled airspace for IFR procedures at the Merle K. "Mudhole" Smith Airport and allowing VFR aircraft to proceed through the northern portion of the current Cordova Class E surface area.

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. 0854, 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 6002 Class E Airspace areas designated as a surface area for an airport.

* * * * *

AAL AK E2 Cordova, AK [Revised]
Cordova, Merle K. (MUDHOLE) Smith
Airport, AK

(Lat. 60°29'31" N, Long. 145°28'39" W)

Glacier River NDB

(Lat. 60°29'56" N, long. 145°28'28" W)

Within a 4.1-mile radius of the Merle K. (MUDHOLE) Smith Airport and within 2.1 miles each side of the 222° bearing from the Glacier River NDB extending from the 4.1-mile radius to 10 miles southwest of the airport within 2.2 miles each side of the 142° bearing from the NDB extending from the 4.1-mile radius to 10.4 miles southeast of the airport; excluding that airspace north of a line from lat. 60°32'48" N, long. 145°34'06" W; to lat. 60°31'00" N, long. 145°20'00" W.

* * * * *

Issued in Anchorage, AK, on February 21, 1995.

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan
Region.

[FR Doc. 95-5423 Filed 3-3-95; 8:45 am]

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14 CFR Part 97

[Docket No. 28104; Amdt. No. 1652]

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 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.

The Rule

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 February 24, 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 May 25, 1995*

Ashland, KY, Ashland-Boyd County, VOR or GPS RWY 10, Amdt 10

Ashland, KY, Ashland-Boyd County, SDF RWY 10, Amdt 6

Gruver, TX, Gruver Muni, VOR/DME or GPS-A, Amdt 1, CANCELLED

Gruver, TX, Gruver Muni, VOR/DME or GPS-B, Orig

* * * *Effective April 27, 1995*

Iowa City, IA, Iowa City Muni, GPS RWY 30, Orig

Marysville, KS, Marysville Muni, NDB or GPS RWY 33, Amdt 4

Oakley, KS, Oakley Muni, NDB or GPS RWY 34, Amdt 2

Baltimore, MD, Baltimore-Washington Intl, VOR or GPS RWY 10, Amdt 15

Hagerstown, MD, Washington County Regional, ILS RWY 27, Amdt 6

Chickasha, OK, Chickasha Muni, VOR/DME RNAV or GPS RWY 35, Amdt 1

Conway, SC, Conway-Horry County, VOR/DME-B, Amdt 4

Baytown, TX, RWJ Airpark, VOR/DME or GPS RWY 32, Amdt 4

Baytown, TX, RWJ Airpark, VOR/DME RNAV or GPS RWY 26, Amdt 1

Spokane, WA, Felts Field, NDB-A, Amdt 1, CANCELLED

* * * *Effective March 30, 1995*

Colorado City, AZ, Colorado City Muni, NDB-A, Orig

Oroville, CA, Oroville Muni, VOR-A, Amdt 5

Oroville, CA, Oroville Muni, NDB or GPS RWY 1, Amdt 2

San Francisco, CA, San Francisco Intl, LDA/DME RWY 28R, Amdt 4, CANCELLED

San Francisco, CA, San Francisco Intl, BAY ILS/DME RWY 28L, Amdt 1

Lamar, CO, Lamar Muni, VOR/DME RWY 36, Orig

Mount Sterling, KY, Mt Sterling-Montgomery County, NDB RWY 03, Amdt 1

Mount Sterling, KY, Mt Sterling-Montgomery County, NDB RWY 21, Amdt 1

Oakdale, LA, Allen Parish, NDB RWY 35, Orig

Baltimore, MD, Baltimore, Washington Intl, ILS RWY 28, Amdt 8

Newark, NJ, Newark Intl, ILS RWY 11, Orig

Fargo, ND, Hector International, RADAR-1, Amdt 9

Jackson, OH, James A. Rhodes, VOR/DME or GPS-A, Orig

Jackson, OH, James A. Rhodes, VOR/DME or GPS-A, Amdt 2, CANCELLED

Versailles, OH, Darke County, NDB RWY 27, Orig

Versailles, OH, Darke County, NDB or GPS RWY 9, Amdt 7, CANCELLED

North Bend, OR, North Bend Muni, MLS RWY 22, Orig

Lebanon, TN, Lebanon Muni, NDB RWY 18, Amdt 3, CANCELLED

Saratoga, WY, Shively Field, NDB-A, Orig

* * * *Effective Upon Publication*

Jacksonville, FL, Jacksonville Intl, LOC RWY 25, Amdt 8

Warrensburg, MO, Skyhaven, VOR/DME or GPS-A, Amdt 1.

Note: The FAA published an Amendment in Docket No. 28055, Amdt. No. 1644 to Part 97 of the Federal Aviation Regulations (Vol. 60 FR No. 19 Page 5573; dated Monday, Jan. 30, 1995) under Section 97.23 effective 30 MAR 95, which is hereby amended as follows:

Prestonburg, KY, Big Sandy Regional, VOR/DME-A, Amdt 1 should read: VOR/DME or GPS-A, Amdt 1.

[FR Doc. 95-5424 Filed 3-3-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28105; Amdt. No. 1653]

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.