

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.

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, US 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 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 u.t.c. 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 Filed ..	5/0301	VOR OR TACAN OR GPS RWY 31 AMDT 24...
01/30/95	FL	Melbourne .....	Melbourne Intl .....	5/0402	LOC BC RWY 27L AMDT 8...
02/09/95	CA	Los Angeles .....	Los Angeles Intl .....	5/0633	ILS RWY 24L AMDT 21...
02/09/95	CA	Los Angeles .....	Los Angeles Intl .....	5/0634	ILS RWY 7L AMDT 3...
02/09/95	GA	Waycross .....	Waycross-Ware County .....	5/0631	VOR-A AMDT 7...
02/09/95	GA	Waycross .....	Waycross-Ware County .....	5/0632	RNAV RWY 18 AMDT 4...
02/10/95	CA	Firebaugh .....	Firebaugh .....	5/0662	VOR/DME OR GPS-A, AMDT 2...
02/10/95	CA	Los Banos .....	Los Banos Muni .....	5/0658	VOR/DME OR GPS RWY 14, AMDT 3...
02/10/95	CA	Los Banos .....	Los Banos Muni .....	5/0659	VOR/DME OR GPS RWY 32, AMDT 4...
02/10/95	CA	Modesto .....	Modesto City-County-Harry Sham Field.	5/0663	NDB RWY 28R, AMDT 7A...
02/10/95	CA	Oakdale .....	Oakdale .....	5/0661	VOR OR GPS RWY 10, AMDT 5A...
02/10/95	FL	Jacksonville .....	Craig Muni .....	5/0670	ILS RWY 32 AMDT 2C...
02/10/95	TN	Tullahoma .....	Tullahoma Regional Airport/WM Northern Field.	5/0655	VOR OR GPS-A AMDT 3...
02/14/95	AK	Juneau .....	Juneau Intl .....	5/0731	LDA-1, RWY 8, AMDT 10...
02/14/95	GA	Moultrie .....	Moultrie Muni .....	5/0722	VOR OR GPS RWY 22, AMDT 11A...
02/16/95	FL	Melbourne .....	Melbourne Intl .....	5/0782	VOR OR GPS RWY 27L, AMDT 11...
02/21/95	FL	Fort Myers .....	Page Field .....	5/0821	VOR OR GPS RWY 13, ORIG...
02/21/95	FL	Orlando .....	Orlando Intl .....	5/0822	ILS RWY 35, AMDT 2...

[FR Doc. 95-5426 Filed 3-3-95; 8:45 am]  
 BILLING CODE 4910-13-M

**Coast Guard**

**33 CFR Part 165**

[CGD13-95-002]

**Safety Zone Regulation; Bremerton, Washington, to Queets, Washington**

**AGENCY:** Coast Guard, DOT.  
**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a moving safety zone 300 yards around the tugs STACEY FOSS and RICHARD FOSS, the towline, and the barge NESTUCCA while they are in transit from Puget Sound Naval Shipyard, Bremerton, Washington, through U.S. navigable waters until south of latitude 47°32'N, Queets, Washington. The zone is needed to protect the tugs STACEY FOSS and RICHARD FOSS, and the barge NESTUCCA, and other persons, facilities, and vessels from safety hazards associated with onlookers and others who may wish to view the barge at close range. Entry into this zone is prohibited unless authorized by the Captain of the Port.

**EFFECTIVE DATES:** This regulation becomes effective on March 22, 1995 at 5 a.m. (PDT). It terminates when the tugs STACEY FOSS and RICHARD FOSS and the barge NESTUCCA are south of Latitude 47°32'N, Queets,

Washington, at 1 p.m. (PDT) on March 23, 1995, unless sooner terminated by the Captain of the Port.

**FOR FURTHER INFORMATION CONTACT:** LTJG K. Paquette, c/o Captain of the Port Puget Sound, 1519 Alaskan Way South, Seattle, Washington 98134, (206) 217-6232.

**SUPPLEMENTARY INFORMATION:** In accordance with 5 U.S.C. 553, a notice of proposed rule making was not published for this regulation and good cause exists for making it effective in less than 30 days after **Federal Register** publication. Publishing an NPRM and delaying its effective date would be contrary to the public interest since immediate action is needed to prevent potential hazards to the tugs STACEY FOSS and RICHARD FOSS and the barge NESTUCCA and other vessels that may transit the area. Details were not available 30 days prior to the event, thus, there were not sufficient time to publish proposed rules in advance of the event or to provide a delayed effective date. Following normal rulemaking procedures would be impracticable.

**Drafting Information**

The drafters of this regulation are LTJG K. Paquette, project officer for the Captain of the Port, and LCDR J. Odell, project attorney, Thirteenth Coast Guard District Legal Office.

**Discussion of Regulation**

The event requiring this regulation will begin on March 22, 1995 at 5 a.m.

(PDT). In response to a request from the U.S. Navy, the Coast Guard is establishing a 300 yard moving safety zone around the tugs STACEY FOSS and RICHARD FOSS, the towline, and the barge NESTUCCA while these vessels are in transit from Puget Sound Naval Shipyard, Bremerton, Washington, through U.S. navigable waters until south of Latitude 47°32'N, Queets, Washington at 1 p.m. (PDT) on March 23, 1995. This transit may result in a large number of vessels congregating near or in the path of the tugs STACEY FOSS and RICHARD FOSS and the barge NESTUCCA. This safety zone is needed due to the limited maneuverability of the tugs STACEY FOSS and RICHARD FOSS and the barge NESTUCCA and the need to ensure the safety of the mariners who may attempt to approach the tugs STACEY FOSS and RICHARD FOSS and the barge NESTUCCA during their transit, as well as other vessels in the immediate vicinity. This moving safety zone will be enforced by representatives of the Captain of the Port Puget Sound, Seattle, Washington. The Captain of the Port may be assisted by other federal agencies.

This regulation is issued pursuant to 33 USC 1231 as set out in the authority citation for all of part 165.

**Regulatory Evaluation**

This temporary final rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of