

At Bermuda \* \* \* \* \*

AvAtlantic \* \* \* \* \*

At Calgary \* \* \* \* \*

Air Niagara Express, Inc. \* \* \* \* \*

Express One International, Inc. \* \* \* \* \*

At Dublin

Air Lingus

American Trans Air, Inc.

Delta Airlines

Tower Air

At Edmonton \* \* \* \* \*

Express One International, Inc. \* \* \* \* \*

At Freeport \* \* \* \* \*

Express One International, Inc. \* \* \* \* \*

At Montreal \* \* \* \* \*

Air Niagara Express, Inc. \* \* \* \* \*

Express One International, Inc. \* \* \* \* \*

At Nassau \* \* \* \* \*

Continental \* \* \* \* \*

Express One International, Inc. \* \* \* \* \*

Florida Air, Inc. \* \* \* \* \*

At Paradise Island

Express One International \* \* \* \* \*

At Toronto \* \* \* \* \*

Astral Aviation, Inc. d/b/a Skyway Airlines \* \* \* \* \*

Chautauqua Airlines, Inc. d/b/a USAir Express \* \* \* \* \*

Express One International, Inc. \* \* \* \* \*

At Shannon

Aer Lingus \* \* \* \* \*

Condor \* \* \* \* \*

Tower Air \* \* \* \* \*

At Vancouver \* \* \* \* \*

Air Niagara Express, Inc. \* \* \* \* \*

Empire Airlines, Inc. \* \* \* \* \*

Express One International, Inc. \* \* \* \* \*

At Winnipeg \* \* \* \* \*

Air Niagara Express, Inc. \* \* \* \* \*

Express One International, Inc.

Dated: June 1, 1995.

**Doris Meissner,**  
*Commissioner, Immigration and Naturalization Service.*

[FR Doc. 95-14124 Filed 6-8-95; 8:45 am]  
**BILLING CODE 4410-10-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

##### [Airspace Docket No. 95-AWP-2]

#### Amendment to Class D Airspace; Glendale, AZ and Class E Airspace; Luke Air Force Base (AFB), AZ

**AGENCY:** Federal Aviation Administration [FAA], DOT.

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class D airspace area at Glendale, AZ, and Class E airspace area at Luke AFB, AZ. This action is necessary due to the relocation of the Luke AFB TACAN. This amendment will provide adequate Class D and E airspace for instrument flight rules (IFR) operations at these locations.

**EFFECTIVE DATE:** 0901 UTC, September 14, 1995.

**FOR FURTHER INFORMATION CONTACT:** Scott Speer, System Management Specialist, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 297-0010.

#### SUPPLEMENTARY INFORMATION:

##### History

On March 3, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying the Class D airspace area at Glendale, AZ, and Class E airspace area at Luke AFB, AZ (60 FR 13931).

Interested parties were invited to participate in this proposed rulemaking

by submitting written comments to the FAA. No comments were received. Class D and E airspace designations are published in paragraphs 5000 and 6002, respectively, of FAA Order 7400.9B, dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. Class D and E airspace designations 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) modifies the Class D airspace area at Glendale, AZ, and Class E airspace area at Luke AFB, AZ. The relocation of the Luke AFB TACAN has made this action necessary. The intended effect of this action is to provide adequate Class D and E airspace for aircraft executing instrument approach procedures at these locations.

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 10034; 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).

#### The Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration amends part 71 of the Federal Aviation Regulations (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. 40103, 40113, 40120; 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 5000 Class D Airspace.*

\* \* \* \* \*

**AWP AZ D Glendale, AZ [Revised]**

Glendale Municipal Airport AZ  
(lat. 33°31'38" N, long. 112°17'42" W)

That airspace extending upward from the surface to and including 3,100 feet MSL within a 3-mile radius of the Glendale Municipal Airport excluding that portion west of a line beginning at lat. 33°29'00" N, long. 112°19'26" W; to lat. 33°29'29" N, long. 112°19'29" W; to lat. 33°33'24" N, long. 112°18'04" W, to lat. 33°34'32" N, long. 112°16'43" W. This Class D 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.

\* \* \* \* \*

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

\* \* \* \* \*

**AWP AZ E2 Phoenix, Luke AFB, AZ [Revised]**

Luke AFB, AZ  
(lat. 33°32'06" N, long. 112°22'59" W)  
Luke AFB TACAN  
(lat. 33°32'16" N, long. 112°22'49" W)

That airspace extending upward from the surface to and including 3,600 feet MSL within 4.4-mile radius of the Luke AFB and within 2 miles each side of the Luke TACAN 220° radial, extending from the 4.4-mile radius to 5.2 miles southwest of the Luke TACAN, excluding that portion within the Glendale, AZ Class D airspace area. 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.

\* \* \* \* \*

Issued in Los Angeles, California, on May 31, 1995.

**Dennis T. Koehler,**

*Acting Manager, Air Traffic Division,  
Western-Pacific Region.*

[FR Doc. 95-14176 Filed 6-8-95; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 97**

**[Docket No. 28239; Amdt. No. 1668]**

**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 Aviations 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 refers 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 in unnecessary. The provisions of this amendment state the affected CFR (an 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 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