

Document No.	Pages	Revision	Date
PWC SB No. 14128 Total pages: 5.	1-5	3	April 19, 1993.
PWC SB No. 14132 Total pages: 6.	1-6	1	May 12, 1993.
PWC SB No. 14142 Total pages: 7.	1-7	1	May 12, 1993.

This incorporation by reference was approved by the Director of the **Federal Register** in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Pratt & Whitney Canada, 1000 Marie-Victorin, Longueuil, Quebec, Canada J4G 1A1. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the **Federal Register**, 800 North Capitol Street, NW., suite 700, Washington, DC.

(r) This amendment becomes effective on July 12, 1995.

Issued in Burlington, Massachusetts, on June 15, 1995.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95-15558 Filed 6-23-95; 10:11 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 92-AWA-6]

Alteration of the Charlotte Class B Airspace Area; North Carolina

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; delay of effective date.

SUMMARY: On May 17, 1995, the Federal Aviation Administration (FAA) published a final rule altering the Class B airspace area at Charlotte, NC. This action delays the effective date of the final rule to coincide with the scheduled publication date of the appropriate aeronautical chart.

EFFECTIVE DATE: Effective on publication. The effective date of the final rule at 60 FR 26594 is delayed until 0901 UTC, August 17, 1995.

FOR FURTHER INFORMATION CONTACT: Patricia P. Crawford, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9255.

SUPPLEMENTARY INFORMATION: On May 17, 1995, the FAA published a final rule altering the Charlotte, NC, Class B airspace area (60 FR 26594) with an

effective date of July 20, 1995. This action delays the effective date for the final rule to August 17, 1995, to coincide with the scheduled publication date of the appropriate aeronautical chart.

Because the public needs to be aware of the postponement immediately, notice and public procedure are impracticable and good cause exists for making postponement effective in less than 30 days.

Correction of Final Rule

In consideration of the foregoing, effective on the date of this publication, the effective date of Airspace Docket No. 92-AWA-6 altering the Charlotte, NC, Class B airspace area (60 FR 26594; May 17, 1995); is delayed from 0701 UTC, July 20, 1995, to 0901 UTC, August 17, 1995.

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

Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 95-15714 Filed 6-26-95; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 95-ASO-10]

Amendment to Class E Airspace; Memphis, TN

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This amendment modified the Class E airspace area at Memphis, TN, to accommodate a VOR RWY 16 Standard Instrument Approach Procedure (SIAP) for the General DeWitt Spain Airport. Additional controlled airspace extending upward from 700 feet above the surface (AGL) is needed to accommodate this SIAP and for instrument flight rules (IFR) operations at the airport. The operating status of the airport will change from VFR to include IFR operations concurrent with the publication of the SIAP.

EFFECTIVE DATE: 0901 UTC, September 14, 1995.

FOR FURTHER INFORMATION CONTACT:

Stanley Zylowski, System Management Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

SUPPLEMENTARY INFORMATION:

History

On April 10, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying Class E airspace at Memphis, TN (60 FR 18038). This action would provide adequate Class E airspace for IFR operations at General DeWitt Spain Airport. 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. Designations for Class E airspace extending upward from 700 feet or more above the surface are published in Paragraph 6005 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994. 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) modifies Class E airspace at Memphis, TN, to accommodate a VOR RWY 16 SIAP and for IFR operations at the General DeWitt Spain Airport. The operating status of the airport will change from VFR to include IFR operations concurrent with publication of the SIAP.

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 affect air traffic procedures and air navigation, it