

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. 40103, 40113, 40120; E.O. 10854; 24 FR 9565, 3 CFR 1959–1963 Comp. p., 289; 49 U.S.C. 106(g); 14 CFR 11.69.

#### § 71.1 [Amended]

2. The incorporation by references 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 General

\* \* \* \* \*

#### ASW OK D Altus, OK [Revised]

Altus AFB, OK

(Lat. 34°39'50" N, long. 99°16'26" W).

That airspace extending upward from the surface to and including 3,900 feet MSL within a 5-mile radius of Altus AFB.

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##### Paragraph 6004 Class E Airspace Areas Designated as an Extension to a Class D Surface Area

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#### ASW OK E4 Altus, OK [Revised]

Altus AFB, OK

(Lat. 34°39'50" N, long. 99°16'26" W)

Altus AFB ILS Localizer

(Lat. 34°38'31" N, long. 99°16'24" W).

That airspace extending upward from the surface within 2 miles each side of the Altus AFB ILS Localizer south course extending from the 5-mile radius to 6.6 miles south of Altus, AFB, and within 2 miles each side of the Altus AFB ILS Localizer north course extending from the 5.0-mile radius to 7.6 miles north of Altus AFB.

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Issued in Fort Worth, TX, on July 5, 1995.

**Albert L. Viselli,**

Manager, Air Traffic Division, Southwest Region.

[FR Doc. 95–17397 Filed 7–14–95; 8:45 am]

BILLING CODE 4910–13–M

#### 14 CFR Part 71

#### [Airspace Docket No. 95–AWP–10]

#### Amendment of Class E Airspace Area at Salinas, CA

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

**ACTION:** Final rule.

**SUMMARY:** This amendment modifies the Class E airspace area at Salinas, CA. This action is necessary due to the closure of Fort Ord Fritzsche Army Air Field (AAF), CA. This amendment deletes Fort Ord Fritzsche AAF, CA, from the Class E airspace area at Salinas, CA.

**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 May 9, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying the Class E airspace area at Salinas, CA (60 FR 24594). This amendment is necessary due to the closure of Fort Ord Fritzsche AAF, CA. This action will remove Fort Ord Fritzsche AAF, CA, Class D airspace area from the Class E airspace description at Salinas, CA.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations are published in paragraph 6004 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 Salinas, CA, by removing Fort Ord Fritzsche AAF, CA, Class D airspace area from the Class E airspace description at Salinas, CA.

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).

#### 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 is revised 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 6004 Class E airspace areas designated as an extension to a Class D surface area.

\* \* \* \* \*

#### AWP CA E4 Salinas, CA [Revised]

Salinas Municipal Airport, CA

(Lat. 36°39'48" N, long. 121°36'23" W)

Salinas VORTAC

(Lat. 36°39'50" N, long. 121°36'12" W)

Salinas Localizer

(Lat. 36°40'18" N, long. 121°36'45" W)

Monterey Peninsula Airport, CA

(Lat. 36°35'13" N, long. 121°50'35" W)

That airspace extending upward from the surface within 1.8 miles northeast and 2.6 miles southwest of the Salinas VORTAC 318° radial, extending from the 4.3-mile radius of Salinas Municipal Airport to 5.2 miles northwest of the VORTAC, and within 1.8 miles each side of the Salinas localizer extending from the 4.3-mile radius to 10 miles southeast of the Salinas VORTAC, excluding that portion within the Monterey Peninsula Airport, CA, Class E airspace area.

\* \* \* \* \*

Issued in Los Angeles, California, on June 28, 1995.

**James H. Snow,**

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

[FR Doc. 95-17403 Filed 7-14-95; 8:45 am]

BILLING CODE 4910-13-M

## 14 CFR Part 71

[Airspace Docket No. 95-ASW-11]

### Removal of Class E Airspace; El Campo, TX

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This action removes the Class E airspace at El Campo, TX. This removal of Class E airspace results from the permanent closing of the El Campo Metro Airport, El Campo, TX. As a result of the permanent closing of the airport, Class E airspace is no longer required for instrument flight rule (IFR) operations at this airport. This action removes the Class E airspace at El Campo Metro Airport, El Campo, TX. **EFFECTIVE DATE:** 0901 UTC, November 9, 1995.

*Comment Date:* Comments must be received on or before September 10, 1995.

**ADDRESSES:** Send comments on the rule in triplicate to Manager, System Management Branch, Air Traffic Division, Federal Aviation Administration Southwest Region, Docket No. 95-ASW-11, Fort Worth, TX 76193-0530. The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, Southwest Region, 2601 Meacham Boulevard, room 663, Fort Worth, TX, between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the System Management Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, room 414, Fort Worth, TX.

**FOR FURTHER INFORMATION CONTACT:** Donald J. Day, System Management Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5593.

#### SUPPLEMENTARY INFORMATION:

#### Request for Comments on the Rule

Although this action is a final rule, which involves the removal of Class E airspace at El Campo, TX, and was not preceded by notice and public

procedure, comments are invited on the rule. This rule will become effective on November 9, 1995. However, after the review of any comments, if the FAA finds that further changes are appropriate, it will initiate rulemaking proceedings to extend the effective date or to amend the regulation.

Interested parties are invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in evaluating the effects of the rule, and in determining whether additional rulemaking is required.

Class E airspace designations are published in paragraph 6005 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

The amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) removes the Class E airspace providing controlled airspace for IFR operations at El Campo, TX. The permanent closing of the El Campo Metro Airport, El Campo, TX removes the need to have designated Class E airspace for IFR operations at the airport. The Class E airspace at El Campo, TX, will be removed by this final rule, effective on November 9, 1995.

Since this action merely involves the removal of Class E airspace as a result of the permanent closing of El Campo Metro Airport, El Campo, TX, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments 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 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. 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 6005 Class E Airspace Extending Upward From 700 Feet Above the Surface*

\* \* \* \* \*

#### ASW TX E5 El Campo, TX [Removed]

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Issued in Fort Worth, TX, on July 5, 1995.

**Albert L. Viselli,**

*Manager, Air Traffic Division, Southwest Region.*

[FR Doc. 95-17401 Filed 7-14-95; 8:45 am]

BILLING CODE 4910-13-M

## 14 CFR Part 97

[Docket No. 28265; Amdt. No. 1673]

### 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.