

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 Form 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 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 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. The SIAPs contained in this amendment are based on the criteria contained in the United States 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.

The FAA has determined through testing that current non-localizer type, non-precision instrument approaches developed using the TERPS criteria can be flown by aircraft equipped with Global Positioning System (GPS) equipment. In consideration of the above, the applicable Standard Instrument Approach Procedures (SIAPs) will be altered to include "or GPS" in the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS procedure is developed, the procedure title will be altered to remove "or GPS" from these non-localizer, non-precision instrument approach procedure titles.) 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 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 June 30, 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. 40103, 40113, 40120, 44701; 49 U.S.C. 106(g); and 14 CFR 11.49(b)(2).

2. Part 97 is amended to read as follows:

§§ 97.23, 97.27, 97.33, 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.27 NDB, NDB/DME; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * * *Effective SEPT 14, 1995*

Slidell, LA, Slidell, NDB or GPS RWY 36, Orig CANCELLED
Slidell, LA, Slidell, NDB RWY 36, Orig
The following are *corrected* procedure titles cancelling or adding "or GPS" published in Transmittal Letter 95-14
Orland, CA Haigh Field, VOR or GPS-A, Amdt 6
Oroville, CA, Oroville Muni, VOR or GPS-A, Amdt 5
Red Bluff, CA, Red Bluff Muni, VOR/DME or GPS RWY 15, Amdt 5
Red Bluff, CA, Red Bluff Muni, VOR or GPS RWY 33, Amdt 6

[FR Doc. 95-17406 Filed 7-14-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28264; Amdt. No. 1672]

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:

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(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 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 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 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 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.

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2. Part 97 is amended to read as follows:

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, 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 July 20, 1995*

Boston, MA, General Edward Lawrence Logan Intl, LOC 2 RWY 4R, Orig
Boston, MA, General Edward Lawrence Logan Intl, VOR/DME RNAV RWY 4R, Orig
St James, MN, St James Muni, NDB RWY 32, Orig
Portland, OR, Portland Intl, VOR/DME-C, Orig
Portland, OR, Portland Intl, ILS RWY 10L, Orig
Portland, OR, Portland Intl, LOC BC RWY 10L, Amdt 14, CANCELLED
Sheridan, WY, Sheridan County, VOR RWY 14, Orig
Sheridan, WY, Sheridan County, ILS/DME RWY 32, Orig

* * * Effective August 17, 1995

Winamac, IN, Arens Field, NDB or GPS RWY 9, Amdt 1
 Winamac, IN, Arens Field, VOR/DME or GPS-A, Amdt 5
 Baton Rouge, LA, Baton Rouge Metropolitan/Ryan Field, GPS RWY 31, Orig
 Ruston, LA, Ruston Muni, NDB RWY 34, Amdt 2, CANCELLED
 Sheridan, WY, Sheridan County, VOR OR GPS RWY 13, Amdt 5A, CANCELLED
 Sheridan, WY, Sheridan County, VOR/DME OR GPS RWY 31, Amdt 6, CANCELLED

* * * Effective September 14, 1995

Crescent City, CA, Jack McNamara Field, VOR RWY 11, Amdt 10
 Crescent City, CA, Jack McNamara Field, VOR/DME OR GPS RWY 11, Amdt 12
 Crescent City, CA, Jack McNamara Field, ILS/DME RWY 11, Amdt 6
 Gunnison, CO, Gunnison County, GPS-B, Orig
 Mount Vernon, IL, Mount Vernon, VOR RWY 5, Amdt 15
 Mount Vernon, IL, Mount Vernon, VOR or GPS RWY 23, Amdt 15
 Mount Vernon, IL, Mount Vernon, ILS RWY 23, Amdt 10
 Columbus, IN, Columbus Muni, NDB or GPS RWY 23, Amdt 10
 Columbus, IN, Columbus Muni, ILS RWY 23, Amdt 7
 Greensburg, IN, Greensburg-Decatur County, VOR or GPS-A, Amdt 2
 Cheboygan, MI, Cheboygan City-County, VOR or GPS RWY 9, Amdt 7
 Pellston, MI, Pellston Regional Airport of Emmet County, VOR/DME or GPS RWY 5, Amdt 11
 Pellston, MI, Pellston Regional Airport of Emmet County, VOR or GPS RWY 23, Amdt 15
 Pellston, MI, Pellston Regional Airport of Emmet County, ILS RWY 32, Amdt 10
 Fremont, NE, Fremont Muni, VOR RWY 13, Orig
 Fremont, NE, Fremont Muni, NDB OR GPS RWY 13, Amdt 2
 Artesia, NM, Artesia Muni, GPS RWY 21, Orig
 Ruidoso, NM, Sierra Blanca Regional, GPS RWY 24, Orig
 Durant, OK, Eaker Field, GPS RWY 30, Orig
 Guymon, OK, Guymon Muni, GPS RWY 36, Orig
 Allendale, SC, Allendale County, VOR or GPS-A, Amdt 5
 Loris, SC, Twin City, NDB Rwy 26, Amdt 2, CANCELLED
 Seymour, TX, Seymour Minicipal, GPS RWY 17, Orig

Effective Upon Publication

Teterboro, NJ, Teterboro, ILS RWY 6, Amdt 28

[FR Doc. 95-17408 Filed 7-14-95; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF THE INTERIOR

Office of Surface Mining Reclamation and Enforcement

30 CFR Part 935

[OH-233; Amendment Number 69R]

Ohio Regulatory Program Amendment

AGENCY: Office of Surface Mining Reclamation and Enforcement (OSM), Interior.

ACTION: Final rule; approval of amendment.

SUMMARY: OSM is announcing the approval of a proposed amendment to the Ohio regulatory program (hereinafter referred to as the Ohio program) under the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The amendment was initiated by Ohio and is intended to make the Ohio program as effective as the corresponding Federal regulations concerning the filing of financial interest statements, acceptance of gifts and gratuities, appeal procedures for remedial actions regarding prohibited financial interests, and the submittal of yield data with requests for phase III bond release on areas reclaimed to pasture or grazing land.

EFFECTIVE DATE: July 17, 1995.

FOR FURTHER INFORMATION CONTACT: Ms. Beverly C. Brock, Acting Director, Columbus Field Office, Office of Surface Mining Reclamation and Enforcement, 4480 Refugee Road, Suite 201, Columbus, Ohio 43232; Telephone: (614) 866-0578.

SUPPLEMENTARY INFORMATION:

- I. Background on the Ohio Program.
- II. Discussion of the Proposed Amendment.
- III. Director's Findings.
- IV. Summary and Disposition of Comments.
- V. Director's Decision.
- VI. Procedural Determinations.

I. Background on the Ohio Program

On August 16, 1982, the Secretary of the Interior conditionally approved the Ohio program. Information on the general background of the Ohio program, including the Secretary's findings, the disposition of comments, and a detailed explanation of the conditions of approval of the Ohio program, can be found in the August 10, 1982, **Federal Register** (47 FR 34688). Subsequent actions concerning the conditions of approval and program amendments are identified at 30 CFR 935.11, 935.15, and 935.16.

II. Discussion of the Proposed Amendment

The Ohio Department of Natural Resources, Division of Reclamation

(Ohio) submitted proposed Program Amendment Number 69 by letter dated September 22, 1994 (Administrative Record No. OH-2059). In this amendment, Ohio proposed to revise two rules at Ohio Administrative Code (OAC) sections 1501:13-1-03 and 13-7-05 to make the Ohio program as effective as the corresponding Federal regulations concerning financial interest statements, appeal procedures for remedial actions regarding prohibited financial interests, and yield data for pasture and grazing land.

OSM announced receipt of PA 69 in the October 21, 1994, **Federal Register** (59 FR 53122), and, in the same document, opened the public comment period and provided an opportunity for a public hearing on the adequacy of the proposed amendment. The public comment period closed on November 21, 1994.

OSM and Ohio staff met on February 6, 1995, to discuss OSM's questions and concerns about PA 69 (Administrative Record No. OH-2098). In response to OSM's February 6, 1995, questions and comments, Ohio provided Revised Program Amendment Number 69 (PA 69R) by letter dated March 8, 1995 (Administrative Record No. OH-2099). In PA 69R, Ohio proposed further revisions to one rule at OAC section 1501:13-1-03 to include hearing officers of the Ohio Reclamation Board of Review under that rule's definition of "employee," to delete separate references to those hearing officers, and to prohibit the solicitation or acceptance of gifts and gratuities by members of the Ohio Reclamation Board of Review.

OSM announced receipt of PA 69R in the March 17, 1995, **Federal Register** (60 FR 14401), and, in the same document, opened the public comment period and provided an opportunity for a public hearing on the adequacy of the proposed amendment. The public comment period closed on April 3, 1995.

On April 19, 1995 (Administrative Record No. OH-2114), OSM notified Ohio that OSM had made an error in its February 6, 1995, questions and comments on PA 69 and had omitted one necessary change to OAC 1501:13-1-03 paragraph (L)(1). By letter dated May 3, 1995 (Administrative Record No. OH-2115), Ohio submitted a final revised version of PA 69R.

OSM announced receipt of revised PA 69R in the May 12, 1995, **Federal Register** (60 FR 25660), and, in the same document, opened the public comment period and provided an opportunity for a public hearing on the adequacy of the proposed amendment. The public