

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]

* * * * *

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.

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, 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 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 listed 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 PDC/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 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 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 24 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, 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
06/14/95	WI.	Minocqua-Woodruff	Lakeland/Noble F. Lee Memorial Field.	FDC 5/2692	NDB OR GPS RWY 18 AMDT 12...
06/14/95	WI.	Minocqua-Woodruff	Lakeland/Noble F. Lee Memorial Field.	FDC 5/2693	NDB OR GPS RWY 28 AMDT 11...
06/14/95	WI.	Minocqua-Woodruff	Lakeland/Noble F. Lee Memorial Field.	FDC 5/2694	NDB OR GPS RWY 36 AMDT 9...
06/15/95	MD.	Baltimore	Martin State	FDC 5/2720	NDB OR GPS RWY 33 AMDT 7A...
06/15/95	MD.	Baltimore	Martin State	FDC 5/2723	NDB OR GPS RWY 15 AMDT 7A...
06/20/95	GA.	Atlanta	DeKalb-Peachtree	FDC 5/2805	VOR/DME OR GPS RWY 20L AMDT 1...
06/20/95	GA.	Atlanta	DeKalb-Peachtree	FDC 5/2806	VOR/DME OR GPS RWY 27 AMDT 1...
06/20/95	GA.	Atlanta	DeKalb-Peachtree	FDC 5/2807	ILS RWY 20L AMDT 7...
06/20/95	GA.	Savannah	Savannah Intl	FDC 5/2828	ILS RWY 36, AMDT 6...
06/20/95	MD.	Baltimore	Martin State	FDC 5/2740	LOC RWY 15 ORIG-A...
06/20/95	MD.	Cumberland	Greater Cumberland Regional	FDC 5/2808	LOC/DME RWY 23 AMDT 5...
06/20/95	MD.	Cumberland	Greater Cumberland Regional	FDC 5/2809	LOC-A AMDT 3...
06/20/95	WY.	Worland	Worland Muni	FDC 5/2823	VOR OR GPS RWY 16 AMDT 5...
06/22/95	WI.	Juneau	Dodge County	FDC 5/2863	LOC RWY 26 ORIG...
06/23/95	AL.	Birmingham	Birmingham Intl	FDC 5/2894	ILS RWY 5 AMDT 41...
06/23/95	DE.	Wilmington	New Castle County	FDC 5/2892	ILS RWY 1 AMDT 20...
06/23/95	TX.	Port Isabel	Port Isabel-Cameron Co.	FDC 5/2889	VOR OR GPS-A AMDT 5...
06/23/95	TX.	Port Isabel	Port Isabel-Cameron Co.	FDC 5/2890	VOR/DME OR GPS-B AMDT 2...
06/26/95	PA.	Philadelphia	Philadelphia Intl	FDC 5/2962	CONVERGING ILS RWY 9R AMDT 3...

Birmingham

Birmingham Intl
Alabama
ILS RWY 5 AMDT 41...
FDC Date: 06/23/95

FDC 5/2894/BHM/ FI/P
BIRMINGHAM INTL, BIRMINGHAM, AL. ILS RWY 5 AMDT 41...MISSED APPROACH INSTRUCTIONS... CLIMB TO 3000 DIRECT ROEBY LOM AND HOLD NE, RT, 236 INBOUND OR WHEN DIRECTED BY ATC CLIMB TO 3600 VIA HEADING 056 AND GAD R-231 TO SPATT INTERSECTION AND HOLD, NE, RT, 231 INBOUND. THIS BECOMES ILS RWY 5 AMDT 41A.

Wilmington

New Castle County
Delaware
ILS RWY 1 AMDT 20...
FDC Date: 06/23/95

FDC 5/2892/ILG/ FI/P NEW CASTLE COUNTY, WILMINGTON, DE. ILS RWY 1 AMDT 20...MIDDLE MARKER REMOVED FROM SERVICE. CASTL INT MNMS... CIRCLING CAT C MDA/HAA 600/520. THIS IS ILS RWY 1 AMDT 20A.

Atlanta

Dekalb-Peachtree
Georgia
VOR/DME OR GPS RWY 20L AMDT 1...
FDC Date: 06/20/95

FDC 5/2805/PDK/ FI/P DEKALB-PEACHTREE, ATLANTA, GA. VOR/DME OR GPS RWY 20L AMDT 1...ADD

TERMINAL ROUTE... ATL VORTAC TO PDK VOR/DME COURSE 024.74/16.26NM MINIMUM ALTITUDE 4000. THIS BECOMES VOR/DME OR GPS RWY 20L AMDT 1A.

Atlanta

Dekalb-Peachtree
Georgia
VOR/DME OR GPS RWY 27 AMDT 1...
FDC Date: 06/20/95

FDC 5/2806/PDK/ FI/P DEKALB-PEACHTREE, ATLANTA, GA. VOR/DME OR GPS RWY 27 AMDT 1...ADD TERMINAL ROUTE... ATL VORTAC TO PDK VOR/DME COURSE 024.74/16.26NM MINIMUM ALTITUDE 4000. THIS BECOMES VOR/DME OR GPS RWY 27 AMDT 1A.

Atlanta

Dekalb-Peachtree
Georgia
ILS RWY 20L AMDT 7...
FDC Date: 06/20/95

FDC 5/2807/PDK/ FI/P DEKALB-PEACHTREE, ATLANTA, GA. ILS RWY 20L AMDT 7...ADD TERMINAL ROUTE...ATL VORTAC TO PDK VOR/DME COURSE 024.74/16.26NM MINIMUM ALTITUDE 4000. THIS BECOMES ILS RWY 20L AMDT 7A.

Savannah

Savannah Intl
Georgia
ILS RWY 36, AMDT 6...
FDC Date: 06/20/95

FDC 5/2828/SAV/ FI/P SAVANNAH INTL, SAVANNAH, GA. ILS RWY 36, AMDT 6...DELETE... MNM ALT DANA 1600* *LOC ONLY. ADD... MNM ALT DANNA 1600. CHANGE MNM GLIDE SLOPE INTERCEPT ALT TO READ...2000* *1600 WHEN AUTHORIZED BY ATC. THIS BECOMES ILS RWY 36, AMDT 6A.

Baltimore

Martin State
Maryland
NDB OR GPS RWY 33 AMDT 7A...
FDC Date: 06/15/95

FDC 5/2720/MTN/ FI/P MARTIN STATE, BALTIMORE, MD. NDB OR GPS RWY 33 AMDT 7A...MISSED APPROACH... CLIMB TO 2500 ON 326 DEG BEARING FROM MTN NDB TO ODORS INT/I-MTN 6.8 DME AND HOLD. THIS IS NDB OR GPS RWY 33 AMDT 7B.

Baltimore

Martin State
Maryland
NDB OR GPS RWY 15 AMDT 7A...
FDC Date: 06/15/95

FDC 5/2723/MTN/ FI/P MARTIN STATE, BALTIMORE, MD. NDB OR GPS RWY 15 AMDT 7A...MNM ALT AT ODORS INT/I-BQG 6.8 DME 2500 FOR HOLDING PATTERN IN LIEU OF PROCEDURE TURN. RAISE ODORS INT/I-BQG 6.8 DME/FAF ALT TO 2200. CHANGE MISSED APPROACH TO CLIMBING RIGHT TURN TO 2500 VIA MTN BEARING 326 DEG TO ODORS

INT/I-BQG 6.8 DME AND HOLD.
FEEDER BAL VORTAC TO ODORS
INT/I-BQG 6.8 DME 2500. THIS IS NDB
OR GPS RWY 15 AMDT 7B.

Baltimore

Martin State
Maryland
LOC RWY 15 ORIG-A...
FDC Date: 06/20/95

FDC 5/2740/MTN/ FI/P MARTIN
STATE, BALTIMORE, MD. LOC RWY
15 ORIG-A...MNM ALT AT MEHAN
INT/I-BQG 14.4 DME 2500 FOR
HOLDING PATTERN IN LIEU OF
PROCEDURE TURN. CHANGE MISSED
APPROACH TO CLIMBING RIGHT
TURN TO 2500 FVIA HEADING OF 312
DEG AND BAL R-012 TO MEHAN INT/
I-BQG 14.4 DME AND HOLD. FEEDER
EMI VORTAC TO MEHAN INT/I-BQG
14.4 DME 2600. FEEDER TAFFI INT TO
MEHAN INT/IBQG 14.4 DME 2600.
THIS IS LOC RWY 15 ORIG-B.

Cumberland

Greater Cumberland Regional
Maryland
LOC/DME RWY 23 AMDT 5...
FDC Date: 06/20/95

FDC 5/2808/CBE/ FI/P GREATER
CUMBERLAND REGIONAL,
CUMBERLAND, MD. LOC/DME RWY
23 AMDT 5...CIRCLING MDA/HAA
CATS A/B/C 2060/1284, CAT D 2340/
1564. VIS CAT A 1 1/4, CAT B 1 1/2,
CATS C/D 3. THIS BECOMES LOC/
DME RWY 23 AMDT 5A.

Cumberland

Greater Cumberland Regional
Maryland
LOC-A AMDT 3...
FDC Date: 06/20/95

FDC 5/2809/CBE/ FI/P GREATER
CUMBERLAND REGIONAL,
CUMBERLAND, MD. LOC-A AMDT
3...CIRCLING MDA/HAA CATS A/B/C
2060/1284, CAT D 2340/1564. THIS
BECOMES LOC/A AMDT 3A.

Philadelphia

Philadelphia Intl
Pennsylvania
CONVERGING ILS RWY 9R AMDT 3...
FDC Date: 06/26/95

FDC 5/2962/PHL/FI/P
PHILADELPHIA INTL, PHILADELPHIA,
PA. CONVERGING ILS RWY 9R AMDT
3...CHANGE FINAL APPROACH
COURSE TO 087.44 DEG. CHANGE
TERMINAL ROUTE INBOUND COURSE
BWINE INT TO KELEE INT/GOONY
OM TO 087.44 DEG. THIS IS
CONVERGING ILS RWY 9R AMDT 3A.

Port Isabel

Port Isabel-Cameron Co.

Texas
VOR OR GPS-A AMDT 5...
FDC Date: 06/23/95

FDC 5/2889/T31/FI/P PORT ISABEL-
CAMERON CO., PORT ISABEL, TX.
VOR OR GPS-A AMDT 5...CIRCLING
MDA CAT A 580, CAT B-C 640...HAA
CAT A 561, CAT B-C 621. THIS IS VOR
OR GPS-A AMDT 5A.

Port Isabel

Port Isabel-Cameron Co.
Texas
VOR/DME OR GPS-B AMDT 2...
FDC Date: 06/23/95

FDC 5/2890/T31/ FI/P PORT ISABEL-
CAMERON CO., PORT ISABEL, TX.
VOR/DME OR GPS-B AMDT
2...CIRCLING MDA CAT A 440, CAT B-
C 640...HAA CAT A 421, CAT B-C 621.
THIS IS VOR/DME OR GPS-B AMDT
2A.

Minocqua-Woodruff

Lakeland/Noble F. Lee Memorial Field
Wisconsin
NDB OR GPS RWY 18 AMDT 12...
FDC Date: 06/14/95

FDC5/2692/ARV/ FI/P LAKELAND/
NOBLE F. LEE MEMORIAL FIELD,
MINOCQUA-WOODRUFF, WI. NDB OR
GPS RWY 18 AMDT 12...MNMS... S-18
HAT 550 ALL CATS, CIRCLING HAA
550 CATS A/B, 570 CATS C/D.
WAUSAU ALSTG MNMS... S-18 HAT
750 ALL CATS, CIRCLING HAA 750
CATS A/B, 770 CATS C/D. THIS IS
NDB OR GPS RWY 18 AMDT 12A.

Minocqua-Woodruff

Lakeland/Noble F. Lee Memorial Field
Wisconsin
NDB OR GPS RWY 28 AMDT 11...
FDC Date: 06/14/95

FDC 5/2693/ARV/ FI/P LAKELAND/
NOBLE F. LEE MEMORIAL FIELD,
MINOCQUA-WOODRUFF, WI. NDB OR
GPS RWY 28 AMDT 11...MNMS... S-28
HAT 576 ALL CATS, CIRCLING HAA
570 ALL CATS. WAUSAU ALSTG
MNMS... S-28 HAT 776 ALL CATS,
CIRCLING HAA 770 ALL CATS. THIS
IS NDB OR GPS RWY 28 AMDT 11A.

Minocqua-Woodruff

Lakeland/Noble F. Lee Memorial Field
Wisconsin
NDB OR GPS RWY 25 AMDT 9...
FDC Date: 06/14/95

FDC 5/2694/ARV/ FI/P LAKELAND/
NOBLE F. LEE MEMORIAL FIELD,
MINOCQUA-WOODRUFF, WI. NDB OR
GPS RWY 36 AMDT 9...DIST FAF TO
MAP 5.35 THLD 5.35. MNMS...
CIRCLING HAA 450/ CATS A/B 570
CATS C/D. WAUSAU ALSTG
MNMS...CIRCLING HAA 650 A/B, 770
CATS C/D. THIS IS NDB OR GPS RWY
36 AMDT 9A.

Juneau

Dodge County
Wisconsin
LOC RWY 26 ORIG...
FDC Date: 06/22/95

FDC 5/2863/UNU/ FI/P DODGE
COUNTY, JUNEAU, WI. LOC RWY 26
ORIG...MINIMUMS... S-LOC 26 CATS
A, B, C VIS 1. MADISON ALSTG
MNMS...S-LOC 26 CATS A, B VIS 1.
ADD NOTE... INOP TABLE DOES NOT
APPLY. DELETE NOTE... INOP
TABLE... THRU... MADISON ALSTG
MNMS. THIS IS LOC RWY 26 ORIG-A.

Worland

Worland Muni
Wyoming
VOR OR GPS RWY 16 AMDT 5...
FDC Date: 06/20/95

FDC 5/2823/WRL/ FI/P WORLAND
MUNI, WORLAND, WY. VOR OR GPS
RWY 16 AMDT 5...CHANGE ALT
MNMS NOTE TO READ...ALT MNMS
NA WHEN LOCAL WEATHER NOT
RECEIVED. THIS IS VOR OR GPS RWY
16 AMDT 5A.

[FR Doc. 95-17409 Filed 7-14-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28266; Amdt. No. 1674]

**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: