

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 97**

Air traffic control, Airports, Navigation (Air).

Issued in Washington, DC on December 1, 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 is revised 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, 97.25, 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
11/16/95 .....	IA	Pella .....	Phella Muni .....	FDC 5/6269	NDB or GPS RWY 34, AMDT 6...
11/16/95 .....	SC	Columbia .....	Columbia Metropolitan .....	FDC 5/6251	ILS RWY 29 AMDT 3B...
11/17/95 .....	CA	Placerville .....	Placerville .....	FDC 5/6284	GPS RWY 5, ORIG...
11/21/95 .....	VT	Morrisville .....	Morrisville-Stowe State .....	FDC 5/6339	NDB or GPS-B AMDT 1...
11/22/95 .....	AR	Little Rock .....	Adams Field .....	FDC 5/6366	ILS RWY 4R, ORIG...
11/28/95 .....	MN	Minneapolis .....	Minneapolis-St Paul Intl (Wold-Chamberlain).	FDC 5/6438	ILS RWY 29L AMDT 41...

[FR Doc. 95-30367 Filed 12-12-95; 8:45 am]  
BILLING CODE 4910-13-M

**14 CFR Part 97**

[Docket No. 28401; Amdt. No. 1697]

**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:

*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 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 circumstances which created the need for some SIAP 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.

#### List of Subjects in 14 CFR Part 97

Air traffic control, Airports, Navigation (Air).

Issued in Washington, DC on December 1, 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 is revised to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120, 44701; and 14 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 January 4, 1996*

Jacksonville, FL, Jacksonville Intl, ILS RWY 13, Amdt 5

Olive Branch, MS, Olive Branch, LOC/DME RWY 18, Orig

Salt Lake City, UT, Salt Lake City Intl, ILS/DME RWY 16L, Amdt 9

Salt Lake City, UT, Salt Lake City Intl, ILS/DME RWY 16R, Amdt 1

Salt Lake City, UT, Salt Lake City Intl, ILS/DME RWY 34L, Amdt 1

Salt Lake City, UT, Salt Lake City Intl, ILS/DME RWY 34R, Amdt 1

Superior, WI, Richard I. Bong, GPS RWY 13, Orig

Superior, WI, Richard I. Bong, GPS RWY 31, Orig

\* \* \* *Effective February 1, 1996*

Syracuse, NY, Syracuse Hancock Intl, VOR or GPS RWY 14, Amdt 21

\* \* \* *Effective February 29, 1996*

Crossett, AR, Z M Jack Stell Field, GPS RWY 23, Orig

De Kalb, IL, De Kalb Taylor Muni, GPS RWY 9, Orig

Indianapolis, IN, Indianapolis Metropolitan, GPS RWY 33, Orig

New Castle, IN, New Castle-Henry Co Muni, VOR OR GPS RWY 27, Amdt 9

New Castle, IN, New Castle-Henry Co Muni, NDB OR GPS RWY 9, Amdt 5

New Castle, IN, New Castle-Henry Co Muni, NDB RWY 27, Amdt 5

Ames, IA, Ames Muni, GPS RWY 31, Orig

Fairfield, IA, Fairfield Muni, GPS RWY 36, Orig

Houma, LA, Houma-Terrebonne, GPS RWY 12, Orig

New Orleans, LA, Lakefront, GPS RWY 18R, Orig

Bar Harbor, ME, Hancock County-Bar Harbor, GPS RWY 4, Orig

Sullivan, MO, Sullivan Regional, GPS RWY 24, Orig

Woodbine, NJ, Woodbine Muni, VOR-A, Orig

Woodbine, NJ, Woodbine Muni, VOR or GPS-A, Amdt 2 Cancelled

Silver City, NM, Grant County, GPS RWY 26, Orig

Ponca City, OK, Ponca City Muni, NDB OR GPS RWY 17, Amdt 4

Ponca City, OK, Ponca City Muni, NDB RWY 35, Amdt 3

Ponca City, OK, Ponca City Muni, GPS RWY 35, Orig

[FR Doc. 95-30368 Filed 12-12-95; 8:45 am]

BILLING CODE 4910-13-M

## COMMODITY FUTURES TRADING COMMISSION

### 17 CFR Part 3

#### Ethics Training for Registrants

**AGENCY:** Commodity Futures Trading Commission.

**ACTION:** Final rule.

**SUMMARY:** On July 22, 1994, the Commodity Futures Trading Commission (Commission) published for comment proposed amendments to Rule 3.34, which governs ethics training for Commission registrants. 59 FR 37446. Based upon its review of the comments received and its own reconsideration of the proposed amendments, the Commission has determined to adopt the rule amendments as proposed, with certain modifications discussed herein.

**EFFECTIVE DATE:** These rule amendments will become effective January 12, 1996. However, with respect to existing ethics training providers, the provision of § 3.34(b)(5) relating to promotional and instructional materials, including videotape and computer presentations, will become applicable March 12, 1996.

**FOR FURTHER INFORMATION CONTACT:** Lawrence B. Patent, Associate Chief Counsel, or Myra R. Silberstein,