

applications for Federal charters for interim *de novo* associations chartered for the purpose of facilitating mergers or holding company reorganizations.

PART 552—INCORPORATION, ORGANIZATION, AND CONVERSION OF FEDERAL STOCK ASSOCIATIONS

4. The authority citation for part 552 continues to read as follows:

Authority: 12 U.S.C. 1462, 1462a, 1463, 1464, 1467a.

§ 552.2-1 [Amended]

5. Section 552.2-1 is amended by adding the phrase "and § 543.3" after the phrase "of 543.2" in paragraph (a), and by removing and reserving paragraph (b)(2).

SUBCHAPTER D—REGULATIONS APPLICABLE TO ALL SAVINGS ASSOCIATIONS

PART 571—STATEMENTS OF POLICY

6. The authority citation for part 571 continues to read as follows:

Authority: 5 U.S.C. 552, 559; 12 U.S.C. 1462a, 1463, 1464.

§ 571.6 [Removed]

7. Section 571.6 is removed.

Dated: August 25, 1994.

By the Office of Thrift Supervision.

Jonathan L. Fiechter,

Acting Director.

[FR Doc. 95-5315 Filed 3-3-95; 8:45 am]

BILLING CODE 6720-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 11

Delegation of Authority

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of delegation of authority.

SUMMARY: The Administrator of the Federal Aviation Administration (FAA) is delegating the authority to deny a petition for rulemaking to the Office or Service that has jurisdiction over the specific parts of Federal Aviation Regulations (Title 14 of the Code of Federal Regulations) for which a petition is submitted. The Administrator will continue to be the decision point for petitions for reconsideration. This delegation will enable the FAA to respond more effectively to the large number of petitions for rulemaking submitted by the aviation community and the general public.

EFFECTIVE DATE: March 6, 1995.

FOR FURTHER INFORMATION CONTACT:

Joseph Hawkins, Office of Rulemaking (ARM-2), 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9680.

SUPPLEMENTARY INFORMATION: The FAA has over 130 petitions for rulemaking on which it has been unable to take action primarily due to higher priorities and insufficient resources. Currently these petitions must be reviewed personally by the Administrator before action on them is complete. This involves significant participation of individuals at all levels of the agency.

In the case of a grant of a petition, personal involvement by the Administrator is appropriate, since the action of granting a petition results in the initiation of rulemaking proposing to amend a regulation. The authority to issue regulations has not been delegated below the level of the Administrator except for routine rulemaking, such as airworthiness directives and airspace actions. However, in a case where the responsible agency program office determines that a petition should be denied, it is unnecessary to require the personal involvement of the Administrator. For this reason, authority to issue the denial of a petition for rulemaking is being delegated to the head of the FAA office or service involved. This authority will be exercised with the concurrence of the Office of the Chief Counsel as to form and legality. In a case where a petitioner is not persuaded by the agency's rationale for denying the petition, the petitioner may request reconsideration of the denial by the Administrator.

Consistent with Vice President Gore's reinventing government initiatives and the National Performance Review, the Administrator is making this delegation to streamline the process for addressing petitions for rulemaking. It should achieve the following results: (1) Faster response to certain petitioners on the merits of their petitions; (2) a reduction in resources required for processing petitions by eliminating certain levels of review, unless such review becomes necessary due to special circumstances; (3) a reduction of the current backlog.

Rulemaking

The FAA also will initiate rulemaking to amend 14 CFR part 11 (General Rule-Making Procedures) to reflect this delegation of authority. This delegation, however, is being made immediately in order to begin improving the process as quickly as possible.

Delegation

Accordingly, the authority to deny a petition for rulemaking is hereby delegated to the head of the FAA office or service involved.

Issued in Washington, DC on February 14, 1995.

David R. Hinson,

Administrator.

[FR Doc. 95-5427 Filed 3-3-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 94-AAL-10]

Amendment to Class E Airspace; Cordova, AK

AGENCY: Federal Aviation Administration [FAA], DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class E airspace area at Cordova, AK, to accommodate Visual Flight Rules (VFR) traffic in the Cordova area, landing and departing from the Cordova Muni (CKU) airport located about 10 miles west of Merle K. "Mudhole" Smith (CDV) airport. Due to terrain limitations, VFR traffic must pass through the northern portion of the Cordova Class E surface area. When the Class E surface area is below basic VFR and Special Visual Flight Rule (SVFR) operations are being conducted, numerous delays are experienced. The area will be depicted on aeronautical charts to provide a reference for pilots operating under VFR.

EFFECTIVE DATE: 0901 UTC, May 25, 1995.

FOR FURTHER INFORMATION CONTACT: Robert C. Durand, AAL-531, 222 West 7th Avenue #14, Anchorage, AK, 99513-7587; telephone: (907) 271-5898.

SUPPLEMENTARY INFORMATION:

History

On December 20, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying the Class E surface area at Cordova, AK (60 FR 2044). The proposed action would provide required controlled airspace for Instrument Flight Rules (IFR) procedures at the Merle K. "Mudhole" Smith Airport and allow Visual Flight Rules (VFR) aircraft to proceed through the northern portion of the existing Cordova Class E surface area. The reduction in Class E surface area will segregate aircraft operating under VFR conditions from aircraft operating under IFR procedures. The area would be

depicted on appropriate aeronautical charts thereby enabling pilots to circumnavigate the area or otherwise comply with IFR procedures.

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. Class E airspace designations for surface areas of an airport are published in paragraph 6002 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 Cordova, AK, by providing required controlled airspace for IFR procedures at the Merle K. "Mudhole" Smith Airport and allowing VFR aircraft to proceed through the northern portion of the current Cordova Class E surface area.

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 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 part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 0854, 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 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 6002 Class E Airspace areas designated as a surface area for an airport.

* * * * *

AAL AK E2 Cordova, AK [Revised]
Cordova, Merle K. (MUDHOLE) Smith
Airport, AK

(Lat. 60°29'31" N, Long. 145°28'39" W)

Glacier River NDB

(Lat. 60°29'56" N, long. 145°28'28" W)

Within a 4.1-mile radius of the Merle K. (MUDHOLE) Smith Airport and within 2.1 miles each side of the 222° bearing from the Glacier River NDB extending from the 4.1-mile radius to 10 miles southwest of the airport within 2.2 miles each side of the 142° bearing from the NDB extending from the 4.1-mile radius to 10.4 miles southeast of the airport; excluding that airspace north of a line from lat. 60°32'48" N, long. 145°34'06" W; to lat. 60°31'00" N, long. 145°20'00" W.

* * * * *

Issued in Anchorage, AK, on February 21, 1995.

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan
Region.

[FR Doc. 95–5423 Filed 3–3–95; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 97

[Docket No. 28104; Amdt. No. 1652]

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 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