

*Time of designation.* Monday-Friday, 0700–1600 local time; other times by NOTAM at least 24 hours in advance.

*Controlling agency.* FAA, Albuquerque ARTCC.

*Using agency.* U.S. Army Intelligence Center, Fort Huachuca, AZ.

#### **R-2303C Fort Huachuca, AZ [New]**

*Boundaries.* Beginning at lat. 31°35'00"N., long. 110°00'02"W.; to lat. 31°24'00"N., long. 110°00'02"W.; to lat. 31°24'00"N., long. 110°25'02"W.; to lat. 31°29'00"N., long. 110°25'02"W.; to lat. 31°29'00"N., long. 110°23'02"W.; to lat. 31°33'00"N., long. 110°23'02"W.; to lat. 31°34'00"N., long. 110°22'02"W.; to lat. 31°34'00"N., long. 110°08'32"W.; to lat. 31°40'40"N., long. 110°11'02"W.; to the point of beginning.

*Altitudes.* 15,000 feet MSL to FL 300.

*Time of designation.* Intermittent by NOTAM at least 24 hours in advance.

*Controlling agency.* FAA, Albuquerque ARTCC.

*Using agency.* U.S. Army Intelligence Center, Fort Huachuca, AZ.

Issued in Washington, DC, on July 12, 1995.

**Nancy B. Kalinowski,**

*Acting Manager, Airspace-Rules and Aeronautical Information Division.*

[FR Doc. 95-17903 Filed 7-19-95; 8:45 am]

BILLING CODE 4910-13-P

#### **14 CFR Part 73**

[Airspace Docket No. 95-ASW-3]

#### **Amendment of Restricted Areas R-6302B and R-6302E, Fort Hood; TX**

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

**ACTION:** Final rule.

**SUMMARY:** This action lowers the upper limit of Restricted Area R-6302B from 30,000 feet mean sea level (MSL) to 11,000 feet MSL, and reduces the horizontal size of Restricted Area R-6302E, located at Fort Hood, TX. These amendments are necessary in order to implement revised departure routes associated with the Dallas/Fort Worth Metroplex Plan.

**EFFECTIVE DATE:** 0901 UTC, September 14, 1995.

**FOR FURTHER INFORMATION CONTACT:** Pete Magarelli, Military Operations Program Office (ATM-420), Office of Air Traffic System Management, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-7130.

**SUPPLEMENTARY INFORMATION:**

#### **The Rule**

This amendment to part 73 of the Federal Aviation Regulations reduces the size of restricted airspace at Fort

Hood, TX, by lowering the upper limit of Restricted Area R-6302B from 30,000 feet MSL to 11,000 feet MSL, and by reducing the lateral limits of Restricted Area R-6302E. This amendment is necessary to permit expansion of the departure route structure between Dallas/Fort Worth and Houston, TX, which will enhance the National Airspace System capacity under the Dallas/Fort Worth Metroplex Plan. This action returns formerly restricted airspace to public use, therefore, I find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary because this action is a minor amendment in which the public would not be particularly interested. Section 73.63 of part 73 of the Federal Aviation Regulations was republished in FAA Order 7400.8B dated March 9, 1994.

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. 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.

#### **Environmental Review**

This action reduces the size of restricted airspace and is not subject to environmental assessments and procedures under FAA Order 1050.1D, “Policies and Procedures for Considering Environmental Impacts,” and the National Environmental Policy Act.

#### **List of Subjects in 14 CFR Part 73**

Airspace, Navigation (air).

#### **Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

#### **PART 73—[AMENDED]**

1. The authority citation for part 73 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.

#### **§ 73.63 [Amended]**

2. Section 73.63 is amended as follows:

#### **R-6302B Fort Hood, TX [Amended]**

By removing “Designated Altitudes. Surface to 30,000 feet MSL.” and substituting “Designated Altitudes. Surface to 11,000 feet MSL.”

#### **R-6203E Fort Hood, TX [Amended]**

By removing the present boundaries and substituting the following:

*Boundaries.* Beginning at lat. 31°24'01"N., long. 97°48'01"W.; to lat. 31°23'01"N., long. 97°43'01"W.; to lat. 31°22'08"N., long. 97°41'56"W.; to lat. 31°21'01"N., long. 97°41'01"W.; to lat. 31°20'01"N., long. 97°41'01"W.; to lat. 31°14'01"N., long. 97°33'01"W.; to lat. 31°08'01"N., long. 97°39'01"W.; to lat. 31°10'01"N., long. 97°41'01"W.; to lat. 31°09'01"N., long. 97°43'31"W.; to lat. 31°09'01"N., long. 97°55'01"W.; to lat. 31°16'01"N., long. 97°54'01"W.; to lat. 31°19'01"N., long. 97°51'01"W.; to the point of beginning.

Issued in Washington, DC, on July 12, 1995.

**Nancy B. Kalinowski,**

*Acting Manager, Airspace-Rules and Aeronautical Information Division.*

[FR Doc. 95-17901 Filed 7-19-95; 8:45 am]

BILLING CODE 4910-13-P

#### **Federal Aviation Administration**

#### **14 CFR Part 97**

[Docket No. 28278; Amdt. No. 1675]

#### **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. 522(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 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 July 14, 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, and 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 August 17, 1995*

El Dorado, AR, South Arkansas Regional at Goodwin Field, LOC RWY 22, Amdt 7, CANCELLED

El Dorado, AR, South Arkansas Regional at Goodwin Field, ILS RWY 22, Orig Elkhart, IN, Elkhart Muni, VOR or GPS RWY 27, Amdt 14

Elkhart, IN, Elkhart Muni, VOR/DME or GPS RWY 35, Amdt 3

Muncie, IN, Delaware County-Johnson Field, NDB RWY 32, Amdt 12

Muncie, IN, Delaware County-Johnson Field, VOR or GPS RWY 32, Amdt 14

Muncie, IN, Delaware County-Johnson Field, VOR or GPS RWY 20, Amdt 13

Muncie, IN, Delaware County-Johnson Field, VOR or GPS RWY 14, Amdt 16

Muncie, IN, Delaware County-Johnson Field, ILS RWY 32, Amdt 9

Wadsworth, OH, Wadsworth Muni, VOR/DME-A, Orig

Wadsworth, OH, Wadsworth Muni, NDB or GPS RWY 2, Amdt 5

Winner, SD, Bob Wiley Field, VOR or GPS-A, Amdt 6

\* \* \* *Effective September 14, 1995*

Searcy, AR, Searcy Muni, GPS RWY 19, Orig Alamosa, CO, San Luis Valley Regional-

Bergman Field, GPS RWY 2, Orig Telluride, CO, Telluride Regional, GPS RWY 9, Orig

Claxton, GA, Claxton-Evans County, NDB RWY 9, Orig

Bogalusa, LA, George R Carr Memorial Air Fld, GPS RWY 36, Orig  
 Ruston, LA, Ruston Rgnl, GPS RWY 18, Orig  
 Camdenton, MO, Camdenton Memorial, GPS RWY 33, Orig  
 Louisburg, NC, Franklin County, GPS RWY 4, Orig  
 Vermillion, SD, Harold Davidson Fld, NDB RWY 30, Amdt 1

\* \* \* *Effective Upon Publication*

Lawrenceville, GA, Gwinnett County-Briscoe Field, ILS RWY 25, Amdt 1.

[FR Doc. 95-17900 Filed 7-19-95; 8:45 am]

BILLING CODE 4910-13-M

## 14 CFR Part 97

[Docket No. 28279; Amdt. No. 1676]

### 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, US 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 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 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 FDC/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 14 July 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