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 is revised 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 7400.09C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AWP CA E5 Placerville, CA [New]

Placerville Airport, CA
(Lat. 38°43′27″ N, long. 120°45′12″ W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Placerville Airport.

* * * * *

Issued in Los Angeles, California, on September 1, 1995.

Richard R. Lien,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 95–23098 Filed 9–15–95; 8:45 am]

BILLING CODE 4910–13–M

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14 CFR Part 97

[Docket No. 28326; Amdt. No. 1684]

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 from 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 9260–5. 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 in 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 Procedure (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 ''significantly regulatory action'' under Executive Order 12866; (2) is not a ''significantly 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 September 8, 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 u.t.c. 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 [Amended]

§ 97.25 [Amended]

§ 97.27 [Amended]

§ 97.29 [Amended]

§ 97.31 [Amended]

§ 97.33 [Amended]

§ 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 November 9, 1995*

Russellville, AR, Russellville Muni, GPS RWY 25, Orig
Carlsbad, CA, McClellan-Palomar, NDB RWY 24, Amdt 3, Cancelled
Perry, GA, Perry-Houston County, VOR or GPS–A, Amdt 5
Perry, GA, Perry-Houston County, LOC RWY 36, Amdt 1
Perry, GA, Perry-Houston County, NDB or GPS RWY 36, Amdt 3
Des Moines, IA, Des Moines Intl, VOR OR GPS RWY 23, Amdt 1
Des Moines, IA, Des Moines Intl, NDB OR GPS RWY 31R, Amdt 18
Des Moines, IA, Des Moines Intl. ILS RWY 13L, Amdt 6
Des Moines, IA, Des Moines Intl, ILS RWY 31R, Amdt 19
Des Moines, IA, Des Moines Intl, RADAR–1, Amdt 17
Newton, IA, Newton Muni, VOR OR GPS RWY 14, Amdt 9
Newton, IA, Newton Muni, VOR OR GPS RWY 32, Amdt 9
Newton, IA, Newton Muni, ILS RWY 32, Amdt 1
Chicago, IL, Lansing Muni, GPS RWY 27, Orig
Michigan City, IN, Michigan City Muni, GPS RWY 20, Orig
Nantucket, MA, Nantucket Memorial, VOR OR GPS RWY 24, Amdt 13
Nantucket, MA, Nantucket Memorial, LOC BC RWY 6 Amdt 8
Nantucket, MA, Nantucket Memorial, NDB RWY 24, Amdt 11
Nantucket, MA, Nantucket Memorial, ILS RWY 24, Amdt 15
Newburyport, MA, Plum Island, VOR OR GPS RWY 10, Amdt 5
Norwood, MA, Norwood Memorial, LOC RWY 35, Amdt 7
Norwood, MA, Norwood Memorial, NDB RWY 35, Amdt 7
Cadillac, MI, Wexford County, GPS RWY 25, Orig
Eveleth, MN, Eveleth-Virginia Muni, GPS RWY 27, Orig
Raton, NM, Raton Municipal/Crews Field, GPS RWY 25, Orig
Mandan, ND, Mandan Muni, VOR or GPS–A, Amdt 1
Mandan, ND, Mandan Muni, RADAR–1, Amdt 4
Wahpeton, ND, Harry Stern, GPS RWY 33, Orig
Allendale, SC, Allendale County, GPS RWY 35, Orig
Spearfish, SD, Black Hills-Clyde Ice Field, GPS RWY 12, Orig
Knoxville, TN, McGhee Tyson, VOR/DME RWY 5R, Amdt 4, Cancelled
Alpine, TX, Alpine-Casparis Municipal, NDB OR GPS RWY 19, Amdt 5
Brenham, TX, Brenham Muni, VOR/DME RWY 16, Amdt 1
Brenham, TX, Brenham Muni, NDB RWY 16, Amdt 5
Gainesville, TX, Gainesville Muni, NDB OR GPS RWY 17, Amdt 8
Houston, TX, Sugar Land Muni/Hull Field, VOR DME–A, Orig
Houston, TX, Sugar Land Muni/Hull Field, VOR/DME RNAV OR GPS RWY 17, Amdt 6, Cancelled
Houston, TX, William P. Hobby, VOR/DME OR GPS RWY 22, Amdt 24
Lyndonville, VT, Caledonia County, NDB RWY 2, Amdt 3

** * * Effective October 12, 1995*

Spokane, WA, Spokane Intl, ILS RWY 21, Amdt 19

** * * Effective Upon Publication*

Wadsworth, OH, Wadsworth Muni, VOR/DME–A, Amdt 1

Note: Baltimore, MD, Baltimore-Washington Intl, ILS RWY 28, Amdt 10, published in TL95–19 dated August 25, 1995, missed approach instructions should read as follows: Climb to 2000 via BAL R–284 to JEANS INT/BAL 5.1 DME/RADAR and hold.

[FR Doc. 95–23104 Filed 9–15–95; 8:45 am]

BILLING CODE 4910–13–M

Federal Aviation Administration

14 CFR Part 97

[Docket No. 28327; Amdt. No. 1685]

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.