

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 unnecessary, 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 February 24, 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. app. 1348, 1354(a), 1421 and 1510; 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 May 25, 1995*

Ashland, KY, Ashland-Boyd County, VOR or GPS RWY 10, Amdt 10

Ashland, KY, Ashland-Boyd County, SDF RWY 10, Amdt 6

Gruver, TX, Gruver Muni, VOR/DME or GPS-A, Amdt 1, CANCELLED

Gruver, TX, Gruver Muni, VOR/DME or GPS-B, Orig

* * * *Effective April 27, 1995*

Iowa City, IA, Iowa City Muni, GPS RWY 30, Orig

Marysville, KS, Marysville Muni, NDB or GPS RWY 33, Amdt 4

Oakley, KS, Oakley Muni, NDB or GPS RWY 34, Amdt 2

Baltimore, MD, Baltimore-Washington Intl, VOR or GPS RWY 10, Amdt 15

Hagerstown, MD, Washington County Regional, ILS RWY 27, Amdt 6

Chickasha, OK, Chickasha Muni, VOR/DME RNAV or GPS RWY 35, Amdt 1

Conway, SC, Conway-Horry County, VOR/DME-B, Amdt 4

Baytown, TX, RWJ Airpark, VOR/DME or GPS RWY 32, Amdt 4

Baytown, TX, RWJ Airpark, VOR/DME RNAV or GPS RWY 26, Amdt 1

Spokane, WA, Felts Field, NDB-A, Amdt 1, CANCELLED

* * * *Effective March 30, 1995*

Colorado City, AZ, Colorado City Muni, NDB-A, Orig

Oroville, CA, Oroville Muni, VOR-A, Amdt 5

Oroville, CA, Oroville Muni, NDB or GPS RWY 1, Amdt 2

San Francisco, CA, San Francisco Intl, LDA/DME RWY 28R, Amdt 4, CANCELLED

San Francisco, CA, San Francisco Intl, BAY ILS/DME RWY 28L, Amdt 1

Lamar, CO, Lamar Muni, VOR/DME RWY 36, Orig

Mount Sterling, KY, Mt Sterling-Montgomery County, NDB RWY 03, Amdt 1

Mount Sterling, KY, Mt Sterling-Montgomery County, NDB RWY 21, Amdt 1

Oakdale, LA, Allen Parish, NDB RWY 35, Orig

Baltimore, MD, Baltimore, Washington Intl, ILS RWY 28, Amdt 8

Newark, NJ, Newark Intl, ILS RWY 11, Orig

Fargo, ND, Hector International, RADAR-1, Amdt 9

Jackson, OH, James A. Rhodes, VOR/DME or GPS-A, Orig

Jackson, OH, James A. Rhodes, VOR/DME or GPS-A, Amdt 2, CANCELLED

Versailles, OH, Darke County, NDB RWY 27, Orig

Versailles, OH, Darke County, NDB or GPS RWY 9, Amdt 7, CANCELLED

North Bend, OR, North Bend Muni, MLS RWY 22, Orig

Lebanon, TN, Lebanon Muni, NDB RWY 18, Amdt 3, CANCELLED

Saratoga, WY, Shively Field, NDB-A, Orig

* * * *Effective Upon Publication*

Jacksonville, FL, Jacksonville Intl, LOC RWY 25, Amdt 8

Warrensburg, MO, Skyhaven, VOR/DME or GPS-A, Amdt 1.

Note: The FAA published an Amendment in Docket No. 28055, Amdt. No. 1644 to Part 97 of the Federal Aviation Regulations (Vol. 60 FR No. 19 Page 5573; dated Monday, Jan. 30, 1995) under Section 97.23 effective 30 MAR 95, which is hereby amended as follows:

Prestonburg, KY, Big Sandy Regional, VOR/DME-A, Amdt 1 should read: VOR/DME or GPS-A, Amdt 1.

[FR Doc. 95-5424 Filed 3-3-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28105; Amdt. No. 1653]

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.