

Administration Order 7400.9C, 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.*

\* \* \* \* \*

AEA PA E5 Farmington, PA [Removed]

\* \* \* \* \*

Issued in Jamaica, New York, on January 12, 1996.

John S. Walker,

Manager, Air Traffic Division.

[FR Doc. 96-1440 Filed 1-26-96; 8:45 am]

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## 14 CFR Part 71

[Airspace Docket No. 95-ANM-21]

### Amendment to Class E Airspace; St. George, UT

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the St. George, Utah, Class E airspace. This action is necessary to accommodate a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway 34 at St. George Municipal Airport, St. George, Utah.

**EFFECTIVE DATE:** 0901 UTC, February 29, 1996.

**FOR FURTHER INFORMATION CONTACT:** James C. Frala, System Management Branch, ANM-535/A, Federal Aviation Administration, Docket No. 95-ANM-21, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone number: (206) 227-2535.

#### SUPPLEMENTARY INFORMATION:

##### History

On October 24, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend Class E airspace at St. George, Utah, to accommodate a new GPS SIAP to Runway 34 at St. George Municipal Airport (60 FR 54457). Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

This action is the same as the proposal except for errors (corrected herein) in geographical coordinates of the airspace description. The coordinates for this airspace docket are based on North American Datum 83.

Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1 The Class E airspace listed in this document will be published subsequently in the Order.

#### The Rule

This amendment to part 71 of Federal Aviation Regulations amends Class E airspace at St. George, Utah. 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.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

In consideration of the foregoing, the FAA amends 14 CFR part 71 as follows:

#### PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

#### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9C, 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.*

\* \* \* \* \*

ANM UT E5 St. George, UT [Revised]

St. George Municipal Airport, UT  
(lat. 37°05'29" N, long. 113°35'35" W)  
St. George VOR/DME  
(lat. 37°05'17" N, long. 113°35'31" W)

That airspace extending upward from 700 feet above the surface within 8.3 miles northeast and 5.3 miles southwest of the St. George VOR/DME 131° and 311° radials extending from 6.1 miles northwest to 16.1 miles southeast, and within 4.3 miles each side of the St. George VOR/DME 183° radial extending from the VOR/DME to 13.5 miles south; that airspace extending upward from 1,200 feet above the surface within the 20.1-mile radius of the St. George VOR/DME, extending clockwise from the 058° radial to the 239° radial, and within 10.1 miles east and 7.4 miles west of the St. George VOR/DME 183° radial extending from the 20.1-mile radius to 32.7 miles south of the VOR/DME; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 37°57'00" N, long. 114°02'00" W; to lat. 37°46'00" N, long. 113°23'00" W; to lat. 37°38'15" N, long. 113°22'18" W; to lat. 37°38'42" N, long. 113°16'48" W; to lat. 37°38'20" N, long. 113°12'40" W; to lat. 37°17'20" N, long. 113°20'00" W; to lat. 37°12'35" N, long. 113°30'20" W; to lat. 37°15'33" N, long. 113°34'27" W; to lat. 37°05'40" N, long. 113°45'00" W, thence to the point of beginning.

\* \* \* \* \*

Issued in Seattle, Washington, on January 5, 1996.

Richard E. Prang,

Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 96-1434 Filed 1-26-96; 8:45 am]

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## 14 CFR Part 97

[Docket No. 28427; Amdt. No. 1704]

### 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, 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 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 or 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 December 29, 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. 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 Upon Publication*

FDC date	State	City	Airport	FDC No.	SIAP
12/13/95 .....	TN	Memphis .....	Memphis Intl .....	FDC 5/6679	ILS RWY 18L, AMDT 7B...
12/13/95 .....	TN	Memphis .....	Memphis Intl .....	FDC 5/6680	ILS RWY 36R CAT/III, AMDT 10...
12/13/95 .....	TN	Memphis .....	Memphis Intl .....	FDC 5/6681	ILS RWY 36R AMDT 10...
12/13/95 .....	TN	Memphis .....	Memphis Intl .....	FDC 5/6682	ILS RWY 36R/CAT II, AMDT 10...
12/13/95 .....	TN	Memphis .....	Memphis Intl .....	FDC 5/6683	NDB RWY 36R, AMDT 7...
12/13/95 .....	TN	Memphis .....	Memphis Intl .....	FDC 5/6684	RADAR-1, AMDT 37...
12/13/95 .....	TN	Memphis .....	Memphis Intl .....	FDC 5/6685	DEP PROCS/TKOF MNMS AMDT 12...
12/14/95 .....	SC	Summerville .....	Summerville/Dorchester County .....	FDC 5/6705	NDB or GPS RWY 5, ORIG-A...
12/15/95 .....	IA	Des Moines .....	Des Moines Intl .....	FDC 5/6715	ILS RWY 13L, AMDT 6...
12/15/95 .....	OH	Wadsworth .....	Wadsworth Muni .....	FDC 5/6726	NDB or GPS RWY 2, AMDT 5...
12/18/95 .....	OH	Wadsworth .....	Wadsworth Muni .....	FDC 5/6746	VOR/DME-A AMDT 1...
12/20/95 .....	KY	Louisville .....	Louisville Intl-Standiford Field .....	FDC 5/6805	ILS RWY 35, ORIG...
12/20/95 .....	MO	Kansas City .....	Kansas City Intl .....	FDC 5/6785	ILS RWY 19L, ORIG-A...
12/21/95 .....	MA	Worcester .....	Worcester Muni .....	FDC 5/6835	VOR/DME RWY 33, ORIG...

[FR Doc. 96-1433 Filed 1-26-96; 8:45 am]

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## COMMODITY FUTURES TRADING COMMISSION

### 17 CFR Part 30

#### Foreign Option Transactions

**AGENCY:** Commodity Futures Trading Commission.

**ACTION:** Order.

**SUMMARY:** The Commodity Futures Trading Commission (Commission) is: confirming that the Part 30 Order issued on February 17, 1993 (the "Initial Order") to the Tokyo Grain Exchange (TGE) continues in effect subsequent to the merger on October 1, 1993 of the TGE with the Tokyo Sugar Exchange (TSE) with the TGE as the surviving entity; and allowing the option contract on the raw sugar futures contract traded on TGE to be offered or sold to persons located in the United States.

This Order is issued pursuant to Commission rules 30.3 and 30.10, 17 CFR 30.3 and 30.10 (1995), which: granted an exemption to designated members of the Exchange from the application of certain of the Commission's foreign futures and option rules based on substituted compliance with comparable Japanese regulatory and self-regulatory requirements; and authorized options on U.S. soybean futures contracts traded on the TGE to be offered or sold in the United States, 58 FR 10953 (Feb. 23, 1993). By this Order, the Commission also acknowledges the substitution of the merged TGE as the party to several ongoing information sharing and financial intermediary recognition arrangements entered into with the former TGE, the Ministry of Agriculture, Forestry and Fisheries ("MAFF") and

the Commission as described in the Initial Order.

**EFFECTIVE DATE:** February 28, 1996.

**FOR FURTHER INFORMATION CONTACT:** Jane C. Kang, Esq. or Robert Rosenfeld, Esq., Division of Trading and Markets, Commodity Futures Trading Commission, Three Lafayette Centre, 1155 21st Street, NW., Washington, DC 20581. Telephone: (202) 418-5435.

**SUPPLEMENTARY INFORMATION:** The Commission has issued the following Order:

United States of America Before The Commodity Futures Trading Commission

*Order Pursuant to Commission Rules 30.3 and 30.10 Confirming that the Initial Order to the TGE Continues in Effect Subsequent to the Merger of TGE and TSE and Permitting Option Contracts on the Raw Sugar Futures Contract Traded on the TGE To Be Offered or Sold to Persons Located in the United States Thirty Days After Publication of This Notice in the Federal Register Absent Further Notice*

In the Initial Order,<sup>1</sup> the Commission exempted certain designated members of the TGE from the application of certain of the foreign futures and option rules based on substituted compliance with comparable Japanese regulatory and self-regulatory requirements and allowed option contracts on U.S. soybean futures contracts traded on the TGE to be offered or sold in the United States.<sup>2</sup> Among other conditions, the Initial Order specified that:

Except as otherwise permitted under the Commodity Exchange Act and regulations

<sup>1</sup> See 58 FR 10953 (February 23, 1993).

<sup>2</sup> Commission rule 30.3(a), 17 CFR 30.3(a), makes it unlawful for any person to engage in the offer or sale of a foreign option product until the Commission, by order, authorizes such foreign option to be offered or sold in the United States.

thereunder, \* \* \* no offer or sale of any Tokyo Grain Exchange option product in the United States shall be made until thirty days after publication in the Federal Register of notice specifying the particular option(s) to be offered or sold pursuant to this Order.

On October 1, 1993, the membership of the TSE merged with the TGE with the TGE as the surviving entity. The merger was approved by the MAFF, the government regulator with oversight responsibility for both exchanges.

The Exchange has represented, among other things, that the basis upon which the Commission issued the Initial Order as well as the terms and conditions set forth therein continue in effect with respect to TGE subsequent to the merger with TSE.<sup>3</sup> In particular, the Exchange has represented that:<sup>4</sup>

(1) the recognition and continued oversight by MAFF of TGE remain unaffected by the merger;

(2) the TSE futures and options which are now traded on the TGE Sugar Market are designated and traded according to the requirements of the Japanese Commodity Exchange Law ("CEL"), which the Commission considered in issuing the Initial Order to the TGE; and

<sup>3</sup> In this connection, the Initial Order was issued, in part, based on the Exchange's commitment to phase in physical segregation requirements for customer property. Specifically, a special enforcement order issued by MAFF on December 14, 1990 required that one quarter of all customer property held by an FCM be physically segregated in accordance with Article 92-2 of the CEL, with an additional quarter to be segregated on April 1 of each subsequent year until April 1, 1996, when 100% of all customer property will be required to be segregated. Therefore, 75% of customer property is currently subject to physical segregation at the TGE. Under the CEL, the segregation protection is supplemented by the Guarantee Money Fund, the Commodity Transaction Responsible Reserve Fund, Membership Trust Money and the Compensation Fund.

<sup>4</sup> See letter dated June 14, 1995 from Seiji Mori, TGE, to Andrea M. Corcoran, Commission and letters dated July 11 and July 28, 1995 from Itsuji Yanagisawa, TGE, to Jane C. Kang, Commission.