

Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Eagle Butte, SD (60 FR 55227). The proposal was to add controlled airspace for aircraft executing the GPS SIAP at Cheyenne Eagle Butte Airport.

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 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 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) establishes Class E airspace at Eagle Butte, SD to provide adequate controlled airspace for operators executing the GPS Runway 31 SIAP at Cheyenne Eagle Butte Airport. Controlled airspace extending upward from 700 feet AGE and 1200 feet AGL is needed for aircraft executing the approach. The area will be depicted on appropriate aeronautical charts thereby enabling pilots to circumnavigate the area or otherwise comply with IFR procedures.

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 14 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 from 700 feet or more above the surface of the earth.

* * * * *

AGL SD E5 Eagle Butte, SD [New]

Cheyenne Eagle Butte Airport
(lat 44°59'06" N, long. 101°15'07" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Cheyenne Eagle Butte Airport and that airspace extending upward from 1,200 feet above the surface from the 7-mile radius to the 9-mile radius northwest of the airport clockwise from V120 to V344 and from the 7-mile radius to the 19-mile radius east of the airport clockwise from V344 to V120 excluding that airspace within all Federal Airways.

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Issued in Des Plaines, Illinois on December 29, 1995.

Jeffrey L. Griffith,

Acting Manager, Air Traffic Division

[FR Doc. 96–372 Filed 1–9–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 95

[Docket No. 28416; Amdt. No. 393]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

EFFECTIVE DATE: 0901 UTC, January 4, 1996.

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, D.C. 20591; telephone: (202) 267–8277.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment 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 95
 Airspace, Navigation (air).

Issued in Washington, D.C. on December 29, 1995.
 Thomas C. Accardi,
Director, Flight Standards Service.
 Adoption of the Amendment
 Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal

Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC,
 1. The authority citation for part 95 continues to read as follows:
 Authority: 49 U.S.C. 106(g), 40103, 40113, and 14 CFR 11.49(b)(2).
 2. Part 95 is amended to read as follows:

REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES AND CHANGEOVER POINTS
 [Amendment 393 Effective Date, January 4, 1996]

From	To	MEA
§ 95.1001 Direct Routes-U.S. 95.48 Green Federal Airway 8 is Amended to Read in Part		
Campbell Lake, AK NDB	Glennallen, AK NDB	13000
Atlantic Routes		
A509		
Epson, OG FIX	Marci, FL FIX	6000
Marci, FL FIX	Dolphin, FL VORTAC	8000
§ 95.6003 VOR Federal Airway 3 is Amended to Read in Part		
Drown, FL FIX	Mnate, FL FIX	5000
§ 95.6008 VOR Federal Airway 8 is Amended to Read in Part		
Goffs, CA VORTAC	Lynsy, NV FIX	7600
Lynsy, NV FIX	Means, NV FIX	7500
§ 95.6046 VOR Federal Airway 46 is Amended to Read in Part		
Calverton, NY VORTAC	Hampton, NY VORTAC	1900
§ 95.6091 VOR Federal Airway 91 is Amended to Read in Part		
Sardi, NY FIX *1900-MOCA	Calverton, NY VORTACT	*2500
§ 95.6113 VOR Federal Airway 113 is Amended to Read in Part		
Boise, ID VORTAC	Pluto, ID FIX. SW BND	9700
	NE BND	13000
Pluto, ID FIX	Salmon, ID VOR/DME	15500
§ 95.6234 VOR Federal Airway 234 is Amended to Read in Part		
Anton Chico, NM, VORTAC *7500-MOCA	Dalhart, TX VORTAC	*8500
§ 95.6328 VOR Federal Airway 328 is Amended to Read in Part		
Kipnuk, AK VOR/DME	Acate, AK Fix	2000
Acate, AK FIX *5500-MOCA	Brous, AK FIX	*9000
Brous, AK FID	Dillingham, AK VOR/DME. E BND	5000
	W BND	9000
Is Amended to Delete		
Perci, AK FIX	Dillingham, AK VOR/DME	5000
§ 95.6514 VOR Federal Airway 514 is Added to Read in Part		
Mission May, CA VORTACT	Ryahh, CA FIX	4000
*Ryahh, CA FIX *6200-MCA Ryahh FIX, E BND	Baret, CA FIX	8000
	E BND	8000
	W BND	5500
Baret, CA FIX	Canno, CA FIX	8000
Canno, CA FIX	Julian, CA VORTAC	8500
Julian, CA VORTAC	Warne, CA FIX. S BND	8000
	N BND	9000
Warne, CA FIX *5600-MCA Thermal VORTAC, N BND	*Thermal, CA VORTAC	9000
Thermal, CA VORTAC	Twentynine Palms, CA VORTAC.	7000
*Twentynine Palms, CA VORTAC *7900-MCA Twentynine Palms VORTAC, NE BND **7400-MOCA.	Goffs, CA VORTAC	**10000
Goffs, CA VORTAC	Boulder City, NV VORTAC	7600
§ 95.6533 VOR Federal Airway 533 is Amended to Read in Part		
Lakeland, FL VORTAC *3000-MRA	*Cambe, FL FIX	1700
§ 95.6538 VOR Federal Airway 538 is Amended to Read in Part		
*Twentynine Palms, CA VORTAC *7900-MCA Twentynine Palms VORTAC, NE BND **7400-MOCA.	Goffs, CA VORTAC	**10000

§ 95.8003 VOR FEDERAL AIRWAYS CHANGEOVER POINTS

Airway segment		Changeover points	
From	To	Distance	From
V-113 is Amended to Read in Part			
Boise, ID VORTAC	Salmon, ID VOR/DME	45	Biose.
Salmon, ID VOR/DME	Coppertown, MT VOR/DME	60	Salmon.
V-328 is Amended by Adding			
Dillingham, AK VOR/DME	Kipnuk, AK VOR/DME	70	Dillingham.
V-514 is Amended by Adding			
Goffs, CA VORTAC	Boulder City, NV VORTAC	#60	Goffs.

#COP measured from EED VORTAC.

[FR Doc. 96-380 Filed 1-9-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28408; Amdt. No. 1700]

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 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 identified 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 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