

New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment supersedes priority letter AD 94-14-12, issued June 23, 1994.

(g) This amendment becomes effective on November 28, 1995.

Issued in Burlington, Massachusetts, on October 30, 1995.

James C. Jones,

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 95-27887 Filed 11-9-95; 8:45 am]

BILLING CODE 4910-13-U

## 14 CFR Part 97

[Docket No. 28378; Amdt. No. 1693]

### 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, 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 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 “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 November 3, 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. 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, LOA/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 December 7, 1995*

Wilmington, DE, New Castle County, VOR RWY 9, Amdt 5  
Cocoa, FL, Merritt Island, NDB-A, Orig  
Cocoa, FL, Merritt Island, NDB RWY 11, Orig  
Des Moines, IA, Des Moines Intl, LOC RWY 5, Orig  
Bad Axe, MI, Huron County Memorial, VOR OR GPS RWY 3, Amdt 10  
Bad Axe, MI, Huron County Memorial, VOR OR GPS RWY 21, Amdt 9  
Bad Axe, MI, Huron County Memorial, VOR OR GPS RWY 35, Orig  
Youngstown, OH, Youngstown Executive, VOR/DME OR GPS-A Amdt 10, Cancelled  
Youngstown, OH, Youngstown Executive, VOR OR GPS RWY 11 Amdt 6, Cancelled

*Effective January 4, 1996*

Little Rock, AR, North Little Rock Muni, VOR RWY 35, Amdt 4, CANCELLED  
North Little Rock, AR, North Little Rock Muni, VOR RWY 35 Orig  
Chico, CA, Chico Muni, NDB RWY 13L, Amdt 5 CANCELLED  
Chico, CA, Chico Muni, ILS RWY 13L, Amdt 9  
Madera, CA, Madera Muni, GPS RWY 30, Orig  
Charles City, IA, Charles City Muni, NDB-A, Orig  
Charles City, IA, Charles City Muni, NDB OR GPS RWY 30, Amdt 2C, CANCELLED  
Pocahontas, IA, Pocahontas Muni, VOR/DME OR GPS RWY 29, Amdt 3  
Pocahontas, IA, Pocahontas Muni, NDB OR GPS RWY 11, Amdt 4  
Webster City, IA, Webster City Muni, VOR/DME OR GPS RWY 14, Amdt 4  
Webster City, IA, Webster City Muni, NDB OR GPS RWY 32, Amdt 8  
Wichita, KS, Wichita Mid-Continent, GPS RWY 19L, Orig

Wichita, KS, Wichita Mid-Continent, GPS RWY 32, Orig  
Lexington, KY, Blue Grass, NDB or GPS RWY 4, Amdt 20  
Lexington, KY, Blue Grass, ILS RWY 4, Amdt 15  
Lexington, KY, Blue Grass, ILS RWY 22 Amdt 16  
Lexington, KY, Blue Grass, RADAR-1M Amdt 10  
Eastport, ME, Eastport Muni, GPS RWY 15, Orig  
Orange, MA, Orange Muni, VOR or GPS-A, Amdt 6  
Orange, MA, Orange Muni, NDB or GPS-B Amdt 4  
Worcester, MA, Worcester Muni, GPS RWY 33, Orig  
Grenada, MS, Grenada Muni, ILS RWY 13, Orig  
Falls City, NE, Brenner Field, GPS RWY 32, Orig  
Reno, NV, Reno/Tahoe Intl, GPS RWY 16R, Orig  
Readington, NJ, Solberg-Hunterdon, VOR RWY 4, Orig  
Hudson, NY, Columbia County, GPS RWY 3, Orig  
White Plains, NY, Westchester County, COPTER ILS/DME 162, Orig  
Ada, OK, Ada Muni, VOR/DME-A Orig  
Ada, OK, Ada Muni, NDB OR GPS-A, Amdt 3, CANCELLED  
Goldsby, OK, David Jay Perry, GPS RWY 31, Orig  
Guthrie, OK, Guthrie Muni, NDB OR GPS RWY 16, Amdt 4  
Guthrie, OK, Guthrie Muni, GPS RWY 34, Orig  
Norman, OK, University of Oklahoma Westheimer Airpark, GPS RWY 17, Orig  
Pauls Valley, OK, Pauls Valley Muni, NDB RWY 35, Amdt 3  
Pauls Valley, OK, Pauls Valley Muni, GPS RWY 35, Orig  
Weatherford, OK, Thomas P. Stafford, NDB OR GPS RWY 17, Amdt 2  
Woodward, OK, West Woodward, GPS RWY 35, Orig  
York, PA, York, NDB or GPS RWY 16, Amdt 3  
Burlington, VT, Burlington Intl, GPS RWY 33, Orig

Note: The FAA published an Amendment in Docket No. 28340, Amdt. No. 1686 to Part 97 of the Federal Aviation Regulations (Vol. 60 FR No. 191 Page 51718; dated Tuesday, Oct 3, 1995) under Section 97.33 eff 12 October 95, which is hereby amended as follows:

Charleston, SC, Charleston Executive, GPS RWY 9, Orig \* \* \* change eff date to \* \* \* 9 Nov 95. \* \* \*

Note: The FAA published an Amendment in Docket No. 28364, Amdt. No. 1692 to Part 97 of the Federal Aviation Regulations (Vol. 60 FR, No. 209, Page 55195; dated Monday, October 30, 1995) under Section 97.27

Effective 4 Jan 96, which is hereby amended as follows:

Caddo Mills, TX, Caddo Mills Muni, GPS RWY 35L, Orig. EFFECTIVE DATE should read PROPOSED 10 OCT 1996.

[FR Doc. 95-27924 Filed 11-9-95; 8:45 am]

BILLING CODE 4910-13-M

**FEDERAL TRADE COMMISSION****16 CFR Part 305****Rule Concerning Disclosures Regarding Energy Consumption and Water Use of Certain Home Appliances and Other Products Required Under the Energy Policy and Conservation Act ("Appliance Labeling Rule")**

**AGENCY:** Federal Trade Commission.

**ACTION:** Final rule.

**SUMMARY:** The Federal Trade Commission ("Commission") amends its Appliance Labeling rule by publishing new ranges of comparability to be used on required labels for refrigerators, refrigerator-freezers, and freezers, and by issuing corrections to its ranges of comparability for room air conditioners, which were published on August 21, 1995.<sup>1</sup> The Commission also announces that the ranges of comparability for central air conditioners and heat pumps, which were published on August 5, 1994,<sup>2</sup> will remain in effect until further notice. Finally, the Commission is amending the portions of Appendices H (Cooling Performance and Cost for Central Air Conditioners) and I (Heating Performance and Cost for Central Air Conditioners) to part 305 that contain cost calculation formulas. These amendments change the figures in the formulas to reflect the current Representative Average Unit Cost of electricity that was published in January by the Department of Energy ("DOE"). **EFFECTIVE DATE:** February 12, 1996. **FOR FURTHER INFORMATION CONTACT:** James Mills, Attorney, Division of Enforcement, Federal Trade Commission, Washington, D.C. 20580 (202-326-3035).

**SUPPLEMENTARY INFORMATION:****Background**

Section 324 of the Energy Policy and Conservation Act of 1975 ("EPCA")<sup>3</sup> requires the Commission to consider labeling rules for the disclosure of estimated annual energy cost or alternative energy consumption

<sup>1</sup> 60 FR 43367.

<sup>2</sup> 59 FR 39951.

<sup>3</sup> 42 U.S.C. 6294.