

**FOR FURTHER INFORMATION CONTACT:**

Eleanor J. Williams, Air Traffic Division, System Management Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (708) 294-7568.

**SUPPLEMENTARY INFORMATION:**

## History

Federal Register document 95-25848, Airspace Docket 95-AGL-10, published on October 18, 1995, (60 FR 53870), established Class E5 airspace at Piney Pinecreek Border Airport, Pinecreek, MN. An error was discovered in the description of the airspace in the latitude. This action corrects the description of the minutes of latitude.

## Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace designation for the Piney Pinecreek Border Airport, Pinecreek, MN, Class E5 airspace, as published in the Federal Register on October 18, 1995 (60 FR 53870), (Federal Register document 95-25848; page 53871, column 2), is corrected in the incorporation by reference in 14 CFR 71.1 as follows:

*Paragraph 6005 The Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth*

\* \* \* \* \*

AGL MN E5 Pinecreek, MN [Corrected]

Piney Pinecreek Border Airport, MN  
(Lat. 48°59'45" N, long. 95°58'45" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Piney Pinecreek Border Airport; excluding that area north of lat. 49°00'00" N (Canadian-U.S. boundary).

\* \* \* \* \*

Maureen Woods,

*Acting Manager, Air Traffic Division.*

[FR Doc. 95-28841 Filed 11-27-95; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 97**

[Docket No. 28391; Amdt. No. 1696]

**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 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 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 November 17, 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 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 UPON PUBLICATION

FDC date	State	City	Airport	FDC No.	SIAP
08/31/95 ...	NV	Reno .....	Tahoe Intl .....	FDC 5/4646	LOC/DME BC Rwy 34L, Amdt 1.
11/02/95 ...	AR	Russellville .....	Russellville Muni .....	FDC 5/5993	NDB or GPS-A, Amdt 4.
11/02/95 ...	FL	Fort Lauderdale .....	Fort Lauderdale Executive .....	FDC 5/6009	ILS Rwy 8 Amdt 4.
11/02/95 ...	FL	Fort Lauderdale .....	Fort Lauderdale Executive .....	FDC 5/6010	NDB Rwy 8 Amdt 8.
11/02/95 ...	FL	Fort Lauderdale .....	Fort Lauderdale-Hollywood Intl .....	FDC 5/5999	LOC Rwy 9R, Amdt 3B.
11/02/95 ...	FL	Miami .....	Dade-Collier Training and Transition ....	FDC 5/6007	Effective 9 November 1995, 0901 UTC. ILS Rwy 9 Amdt 13.
11/02/95 ...	FL	Miami .....	Dade-Collier Training and Transition ....	FDC 5/6008	NDB or GPS Rwy 9 Amdt 12.
11/02/95 ...	FL	Miami .....	Miami Intl .....	FDC 5/6002	ILS Rwy 27R Amdt 12.
11/02/95 ...	FL	Miami .....	Miami Intl .....	FDC 5/6003	ILS Rwy 27L Amdt 22A.
11/02/95 ...	FL	Miami .....	Miami Intl .....	FDC 5/6004	LOC Rwy 30 Amdt 5B.
11/02/95 ...	FL	Miami .....	Miami Intl .....	FDC 5/6005	VOR/DME RNAV or GPS Rwy 27R orig.
11/02/95 ...	FL	Miami .....	Opalocka .....	FDC 5/6006	VOR/DME RNAV Rwy 27R orig.
11/02/95 ...	FL	West Palm Beach .....	Palm Beach County Park .....	FDC 5/6011	VOR or GPS Rwy 15 Amdt 2.
11/02/95 ...	TX	Mesquite .....	Phil L. Hudson Muni .....	FDC 5/6015	NDB or GPS Rwy 17, Amdt 4.
11/02/95 ...	TX	Mesquite .....	Phil L. Hudson Muni .....	FDC 5/6017	LOC BC Rwy 35, Amdt 1.
11/02/95 ...	TX	Mesquite .....	Phil L. Hudson Muni .....	FDC 5/6020	LOC Rwy 17, Amdt 3.
11/03/95 ...	NC	Edenton .....	Edenton/North-Eastern Regional .....	FDC 5/6032	NDB or GPS Rwy 5, Amdt 4A. This corrects 5/5962 in TL95-24.
11/03/95 ...	NC	Edenton .....	Edenton/North-Eastern Regional .....	FDC 5/6033	NDB or GPS Rwy 19, Amdt 5A. This corrects 5/5963 in TL95-24
11/06/95 ...	OR	Portland .....	Portland Intl .....	FDC 5/6052	LOC/DME Rwy 20, Amdt 7.
11/06/95 ...	OR	Portland .....	Portland Intl .....	FDC 5/6053	VOR/DME Rwy 20, orig.
11/07/95 ...	CA	Oakland .....	Metropolitan Oakland Intl Winnsboro/Fairfield County.	FDC 5/6085	NDB or GPS Rwy 4 Amdt 3A.
11/08/95 ...	FL	Naples .....	Naples Muni .....	FDC 5/6095	VOR or GPS Rwy 4 Amdt 4.
11/08/95 ...	FL	Naples .....	Naples Muni .....	FDC 5/6096	VOR or GPS Rwy 22 Amdt 5.

FDC date	State	City	Airport	FDC No.	SIAP
11/09/95 ...	DE	Wilmington .....	New Castle County .....	FDC 5/6146	Effective 7 Dec 95 at 0901 UTC. VOR Rwy 27 Amdt 3.
11/09/95 ...	DE	Wilmington .....	New Castle County .....	FDC 5/6147	Effective 7 Dec 95 at 0901 UTC. VOR or GPS Rwy 19 Amdt 4.
11/09/95 ...	DE	Wilmington .....	New Castle County .....	FDC 5/6148	Effective 7 Dec 95 at 0901 UTC. VOR or GPS Rwy 11 Amdt 3.
11/09/95 ...	NY	Albany .....	Albany County .....	FDC 5/6123	ILS Rwy 1 Amdt 8.
11/09/95 ...	OK	Ardmore .....	Ardmore Muni .....	FDC 5/6121	NDB or GPS Rwy 30, Amdt 4.
11/09/95 ...	OK	Ardmore .....	Ardmore Muni .....	FDC 5/6122	ILS Rwy 30, Amdt 3.
11/09/95 ...	WI	Racine .....	John H. Batten .....	FDC 5/6135	NDB Rwy 4, Amdt 3. Terminal route.
11/09/95 ...	WI	Racine .....	John H. Batten .....	FDC 5/6136	ILS Rwy 4, Amdt 4. Terminal route.
11/13/95 ...	AR	Little Rock .....	Adams Field .....	FDC 5/6201	ILS Rwy 4R, orig.
11/13/95 ...	AZ	Douglas Bisbee .....	Bisbee Douglas Intl .....	FDC 5/6191	VOR Rwy 17 Amdt 2.
11/13/95 ...	AZ	Douglas Bisbee .....	Bisbee Douglas Intl .....	FDC 5/6192	VOR/DME or GPS Rwy 17 Amdt 5.
11/13/95 ...	FL	Fort Lauderdale .....	Fort Lauderdale-Hollywood Intl .....	FDC 5/6190	VOR or GPS Rwy 27R, Amdt 10B.
11/13/95 ...	FL	West Palm Beach .....	Palm Beach .....	FDC 5/6193	RADAR-1, Amdt 9.
11/13/95 ...	IL	Freeport .....	Freeport Albertus .....	FDC 5/6185	VOR/DME RNAV or GPS Rwy 6, Amdt 5.
11/13/95 ...	LA	New Orleans .....	Lakefront .....	FDC 5/6195	ILS Rwy 18R, Amdt 11.
11/13/95 ...	LA	New Orleans .....	Lakefront .....	FDC 5/6196	VOR or GPS Rwy 36L, Amdt 6.
11/13/95 ...	LA	New Orleans .....	Lakefront .....	FDC 5/6197	VOR or GPS-B, Amdt 8.
11/13/95 ...	LA	New Orleans .....	Lakefront .....	FDC 5/6198	VOR or GPS Rwy 18R, Amdt 3.
11/13/95 ...	LA	New Orleans .....	Lakefront .....	FDC 5/6199	VOR or GPS-A, Amdt 16.
11/14/95 ...	SC	Greer .....	Greenville-Spartanburg .....	FDC 5/6217	IL Rwy 21, Amdt 2.

[FR Doc. 95-28840 Filed 11-27-95; 8:45 am]  
 BILLING CODE 4910-13-M

**DEPARTMENT OF COMMERCE**

**Bureau of Export Administration**

**15 CFR Parts 776 and 799**

[Docket No. 951002244-5244-01]

RIN 0694-AB08

**Foreign Policy Controls: Specially Designed Implements of Torture**

**AGENCY:** Bureau of Export Administration, Commerce.

**ACTION:** Final rule.

**SUMMARY:** The Bureau of Export Administration (BXA) is amending the Export Administration Regulations (EAR) by expanding foreign policy controls on specially designed implements of torture. Previously, such implements were controlled under ECCN 0A82C of the Commerce Control List, along with handcuffs, police

helmets and shields, as crime control and detection commodities. As such, they did not require a validated license for export to member countries of the North Atlantic Treaty Organization (NATO), Australia, Japan or New Zealand. This rule creates a new CCL entry requiring a validated license for export of specially designed implements of torture to all destinations, including Canada. Applications for such exports will continue to be subject to a general policy of denial.

**EFFECTIVE DATE:** This rule is effective November 28, 1995.

**FOR FURTHER INFORMATION CONTACT:** Joan Roberts, Office of Strategic Trade and Foreign Policy Controls, Bureau of Export Administration, Department of Commerce, Washington, DC 20230, Telephone: (202) 482-0171.

**SUPPLEMENTARY INFORMATION:**

**Background**

This rule expands controls on specially designed implements of torture, by moving them from Export

Commerce Control Number (ECCN) 0A82C to a new ECCN, 0A83D, and requiring a validated license to all destinations, including Canada. Such items will continue to be subject to a general policy of denial to all destinations. This policy is described in a new section, § 776.19, and § 776.14 has been revised to eliminate references to implements of torture.

Please note that the CCL entries controlled for reasons of Crime Control added in the revision of § 776.14 do not constitute an expansion of control. The additional entries merely extend the control to product groups (i.e., software, technology) within previously existing CCL categories. This completes a process begun in September 1991 by the issuance of the new Commerce Control List and its revised numbering and categorization schemes.

Although the Export Administration Act of 1979 (EAA) expired on August 20, 1994, the President invoked the International Emergency Economic Powers Act and determined that, to the extent permitted by law, the provisions