

Airport, CA is corrected to read as follows:

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AWP CA D Victorville, CA [Corrected]

Victorville, Southern California International Airport, CA

(Lat. 34°35'40" N, long. 117°22'56" W)

That airspace extending upward the surface to 5,400 feet MSL within a 6-mile radius of the Victorville, Southern California International Airport, CA. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Issued in Los Angeles, California, on April 17, 1997.

Sabra W. Kaulia,

*Acting Manager, Air Traffic Division,
Western-Pacific Region.*

[FR Doc. 97-11486 Filed 5-1-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 28897; Amdt. No. 1794]

RIN 2120-AA65

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 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 April 18, 1997.

David R. Harrington,

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, 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 22, 1997* . . .

Anchorage, AK, Anchorage Intl, ILS/DME RWY 14, Orig, CANCELLED
Anchorage, AK, Anchorage Intl, ILS RWY 14, Orig
Atwater, CA, Castle, VOR/DME RWY 13, Orig
Atwater, CA, Castle, VOR/DME RWY 31, Orig
Atwater, CA, Castle, ILS/DME RWY 31, Orig
Clearwater, FL, Clearwater Air Park, GPS RWY 16, Orig
Rockland, ME, Knox County Regional, LOC RWY 13, Orig
Bremerton, WA, Bremerton National, NDB RWY 1, Orig
Bremerton, WA, Bremerton National, NDB OR GPS RWY 1, CANCELLED
Shelton, WA, Sanderson Field, NDB OR GPS-A, Amdt 1

. . . *Effective June 19, 1997* . . .

Pittsfield, MA, Pittsfield Muni, LOC RWY 26, Amdt 5
Pittsfield, MA, Pittsfield Muni, NDB RWY 26, Amdt 4
Lynchburg, VA, Lynchburg Regional/Preston Glenn Field, ILS Rwy 3, Amdt 15
Parkersburg, WV, Wood County Airport—Gill Robb Wilson Field, ILS RWY 3, Amdt 11

. . . *Effective July 17, 1997* . . .

Burlington, CO, Kit Carson County, GPS RWY 15, Orig
Melbourne, FL, Melbourne International, GPS RWY 9L, Orig
Melbourne, FL, Melbourne International, GPS RWY 27R, Orig
Tampa, FL, Tampa Intl, GPS RWY 9, Orig
Tampa, FL, Tampa Intl, GPS RWY 27, Orig
Lawrenceville, GA, Gwinnett County-Briscoe Field, GPS-A, Orig
Newnan, GA, Newnan Coweta County, GPS RWY 14, Orig
Newnan, GA, Newnan Coweta County, GPS RWY 32, Orig
Huntington, IN, Huntington Muni, GPS RWY 9, Orig
Huntington, IN, Huntington Muni, GPS RWY 27, Orig

Monticello, KY, Wayne County, GPS RWY 3, Orig
Monticello, KY, Wayne County, GPS RWY 21, Orig
Mount Sterling, KY, Mount Sterling-Montgomery County, GPS RWY 21, Orig
Mason, MI, Mason Jewett Field, GPS RWY 27, Orig
Cleveland, MS, Cleveland Muni, GPS RWY 35, Orig
Fremont, NE, Fremont Muni, GPS RWY 13, Orig
Wahoo, NE, Wahoo Muni, GPS RWY 20, Orig
Keene, NH, Dillant-Hopkins, ILS RWY 2, Amdt 2
Hillsboro, ND, Hillsboro Muni, GPS RWY 16, Orig
Hillsboro, ND, Hillsboro Muni, GPS RWY 34, Orig
Batavia, OH, Clermont County, GPS RWY 4, Orig
Caldwell, OH, Noble County, GPS RWY 23, Orig
Wapakoneta, OH, Neil Armstrong, GPS RWY 8, Orig
Johnstown, PA, Johnstown-Cambria County, ILS RWY 33, Amdt 4
Highgate, VT, Franklin County State, GPS RWY 1, Orig
Spokane, WA, Felts Field, ILS/DME RWY 21R, Orig
East Troy, WI, East Troy Muni, GPS RWY 8, Orig
East Troy, WI, East Troy Muni, GPS RWY 26, Orig
Medford, WI, Taylor County, GPS RWY 27, Orig
New Lisbon, WI, Mauston-New Lisbon Union, GPS RWY 32, Orig

Note: The FAA published the following procedure in Docket No. 28863, Amdt. No. 1789 to Part 97 of the Federal Aviation Regulations (Vol 62, No. 68) Page 17067 dated Wednesday, April 9, 1997 under section 97.23 effective April 24, 1997 which is hereby amended to change the effective date to May 22, 1997.

Presque Isle, ME, Northern Maine Regional Arpt at Presque Isle, VOR or GPS Rwy 19, Amdt 9

Note: The FAA published the following procedure in Docket No. 28863, Amdt. No. 1789 to Part 97 of the Federal Aviation Regulations (Vol 62, No. 68) Page 17067 dated Wednesday, April 9, 1997 under section 97.29 and 97.33 effective April 24, 1997 which are hereby amended to read as follows:

Newark, NJ, Newark Intl, ILS RWY 22R, Orig

Note: The FAA published the following procedure in Docket No. 28882, Amdt. No. 1792 to Part 97 of the Federal Aviation Regulations (Vol 62, No. 69) Page 17540 dated Thursday, April 10, 1997 under section 97.29 effective May 22, 1997 which is hereby rescinded:

Montgomery, NY, Orange County, ILS RWY 3, Orig

Note: The FAA published the following procedure in Docket No. 28882, Amdt. No. 1792 to Part 97 of the Federal Aviation Regulations (Vol 62, No. 69) Page 17540 dated Thursday, April 10, 1997 under section 97.23 effective May 22, 1997 which is hereby amended to read as follows:

Fort Leavenworth, KS, Sherman AAF, VOR OR GPS-A, Amdt 3

[FR Doc. 97-11216 Filed 5-1-97; 8:45 am]

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COMMODITY FUTURES TRADING COMMISSION

17 CFR Parts 1, 15, 16 and 17

Recordkeeping; Reports by Futures Commission Merchants, Clearing Members, Foreign Brokers, and Large Traders

AGENCY: Commodity Futures Trading Commission.

ACTION: Final rule.

SUMMARY: The Commodity Futures Trading Commission (Commission) is amending its regulations to require that futures commission merchants, clearing members and foreign brokers (firms) file options large trader reports with the Commission on a daily basis. The amendments specify a joint options and futures reporting level, a new record format for reporting information in machine-readable form, an earlier time for submission of the data, and a requirement that corrections to previously transmitted data be provided in machine-readable form. The rule amendments more closely align the Commission's reporting rules with those of the exchange and may allow some exchanges to obtain data from the Commission rather than from reporting firms. The proposed amendments deleting from requirement that exchanges file weekly options large trader reports will be made effective after all firms are providing the required reports daily.

The collection of daily options large trader data cannot begin until the Commission has reengineered its data collection system. Since the Commission anticipates completion of the necessary changes by September 1997, it is setting the effective date for the amendments as October 1, 1997. The Commission believes that, by publishing final rules at this time, firms will have ample lead time to make changes to their internal procedures and computer software so that joint testing of Commission and firms software may begin on or shortly after October 1, 1997. Since this testing may take a period of time to complete, the Commission will take no enforcement action during the testing period against