

FDC date	State	City	Airport	FDC No.	SIAP
05/21/97	KY	Covington	Covington/Cincinnati/Northern Kentucky Intl.	7/2993	ILS Rwy 36L (CAT II and III), Amdt 37A...
05/21/97	KY	Covington	Covington/Cincinnati/Northern Kentucky Intl.	7/2998	ILS Rwy 18R, Amdt 18...
05/21/97	KY	Covington	Covington/Cincinnati/Northern Kentucky Intl.	7/2999	ILS Rwy 18L, Amdt 3...
05/21/97	KY	Covington	Covington/Cincinnati/Northern Kentucky Intl.	7/3000	ILS Rwy 36R (CAT II and III), Amdt 4...
05/21/97	KY	Covington	Covington/Cincinnati/Northern Kentucky Intl.	7/3001	ILS Rwy 9, Amdt 15A...
05/21/97	KY	Covington	Covington/Cincinnati/Northern Kentucky Intl.	7/3002	NDB or GPS Rwy 9, Amdt 13A...
05/21/97	KY	Covington	Covington/Cincinnati/Northern Kentucky Intl.	7/3003	ILS Rwy 27, Amdt 15...
05/22/97	LA	Marksville	Marksville Muni	7/3065	VOR/DME or GPS-A, Amdt 3...
05/26/97	FL	Leesburg	Leesburg Muni	7/3083	NDB Rwy 31, Orig...
05/26/97	FL	Leesburg	Leesburg Muni	7/3084	GPS Rwy 31, Orig...
05/26/97	MN	Orr	Orr Regional	7/3103	NDB or GPS Rwy 13, Amdt 7...
05/26/97	SC	Greer	Greenville-Spartanburg	7/3086	ILS Rwy 21, Amdt 2B...
05/27/97	AR	El Dorado	South Arkansas Regional at Goodwin Field.	7/3151	VOR Rwy 22, Amdt 13A...
05/27/97	AR	Mountain Home	Baxter County Regional	7/3150	GPS Rwy 5, Orig...

[FR Doc. 97-15430 Filed 6-11-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 28922; Amdt. No. 1801]

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 Regulation (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 routing 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 May 30, 1997.

Thomas E. Stuckey,
Acting 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 June 19, 1997

Boise, ID, Boise Air Terminal/Gowen Fld, GPS RWY 10L, Orig
Nampa, ID, Nampa Muni, NDB or GPS RWY 11, Amdt 2, CANCELLED
Nampa, ID, Nampa Muni, NDB-A, Orig
Lawrence, IL, Lawrenceville-Vincennes Intl, VOR or GPS RWY 18, Amdt 11, CANCELLED
Lawrence, IL, Lawrenceville-Vincennes Intl, VOR or GPS RWY 36, Amdt 11, CANCELLED
Lawrence, IL, Lawrenceville-Vincennes Intl, VOR RWY 18, Orig
Lawrence, IL, Lawrenceville-Vincennes Intl, VOR RWY 36, Orig

* * * Effective July 17, 1997

Grand Canyon, AZ, Valle, VOR/DME RWY 19, Orig
Grand Canyon, AZ, Valle, GPS RWY 13, Orig
Atwater, CA, Castle, GPS RWY 13, Orig
Atwater, CA, Castle, GPS RWY 31, Orig
Apalachicola, FL, Apalachicola Muni, GPS RWY 13, Orig
Apalachicola, FL, Apalachicola Muni, GPS RWY 31, Orig
Lake City, FL, Lake City Muni, GPS RWY 10, Orig
Lake City, FL, Lake City Muni, GPS RWY 28, Orig
Crawfordsville, IN, Crawfordsville Muni, NDB RWY 4, Amdt 5
Crawfordsville, IN, Crawfordsville Muni, GPS RWY 4, Orig
Monticello, KY, Wayne County, NDB or GPS RWY 21, Amdt 1, CANCELLED
Northampton, MA, Northampton, GPS RWY 14, Orig
Bigfork, MN, Bigfork Muni, NDB RWY 15, Orig
Battle Mountain, NV, Battle Mountain, GPS RWY 3, Orig
Claremont, NH, Claremont Muni, GPS RWY 29, Amdt 1
Manchester, NH, Manchester, NDB RWY 6, Amdt 1, CANCELLED
Glens Falls, NY, Warren County, VOR RWY 1, Amdt 10, CANCELLED
Glens Falls, NY, Warren County, VOR/DME RWY 1, Amdt 4, CANCELLED
Glens Falls, NY, Warren County, RNAV RWY 1, Amdt 2, CANCELLED
Saranac Lake, NY, Adirondack Regional, NDB RWY 23, Amdt 5, CANCELLED
Holdenville, OK, Holdenville Muni, GPS RWY 17, Amdt 1
Holdenville, OK, Holdenville Muni, GPS RWY 35, Amdt 1
Idabel, OK, Idabel, GPS RWY 17, Orig
Houston, TX, Houston Gulf, VOR OR GPS RWY 13, Amdt 2A, CANCELLED
Marion/Wytheville, VA, Mountain Empire, GPS RWY 26, Orig

* * * Effective September 11, 1997

Seattle, WA, Seattle-Tacoma Intl, ILS/DME RWY 34L, Amdt 1
Keene, NH, Dillant-Hopkins, VOR RWY 2, Amdt 12
Keene, NH, Dillant-Hopkins, GPS RWY 2, Orig

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DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 123

RIN 1515-AB90

[T.D. 97-48]

Port Passenger Acceleration Service System (PORTPASS) Program

AGENCY: Customs Service, Treasury.

ACTION: Final rule.

SUMMARY: This document amends the Customs Regulations to reference certain Immigration and Naturalization Service (INS) Regulations that provide for land-border inspection programs that were jointly developed with Customs. These land-border inspection programs—collectively known as Port Passenger Acceleration Service System (PORTPASS)—are designed to facilitate the processing of certain identified, pre-registered, low-risk travelers along the United States border who frequently cross at certain areas by exempting them from normal report of arrival and presentation for inspection requirements, while still safeguarding the integrity of the United States land border. Participation in PORTPASS is voluntary and annual application fees are charged by the INS.

EFFECTIVE DATE: July 14, 1997.

FOR FURTHER INFORMATION CONTACT: Kimberly Sellers, Office of Field Operations, Passenger Operations Division, (202) 927-0531.

SUPPLEMENTARY INFORMATION:

Background

To facilitate the entry processing of certain low-risk land-border travelers, Customs and the Immigration and Naturalization Service (INS) developed certain technologically-innovative land-border inspection programs, collectively known as the Port Passenger Accelerated Service System (PORTPASS). (See INS document at 60 FR 50386, September 29, 1995, implementing land-border facilitating programs, codified at 8 CFR 235.13). Two land-border entry facilitation programs have been developed thus far