

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

[FR Doc. 97-15429 Filed 6-11-97; 8:45 am]

BILLING CODE 4910-13-M

## 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

under the PORTPASS: one concerns travelers that enter the U.S. through designated lanes at busy Port of Entry (POE) crossings (the Dedicated Commuter Lane (DCL) program); the other concerns local residents who enter the U.S. at remote land border crossings (the Automated Permit Port (APP) program). Participation in PORTPASS is voluntary and, because such participation constitutes an exception to the normal reporting and presentation for inspection requirements contained at 19 CFR 123.1, participants must agree to abide by certain conditions and restrictions.

Because PORTPASS program specifics are provided for under the INS Regulations (title 8 of the Code of Federal Regulations), Customs decided to provide notice of PORTPASS by cross referencing those INS Regulations in the Customs Regulations. Accordingly, on September 12, 1996, Customs published a notice of proposed rulemaking in the **Federal Register** (61 FR 48100) that solicited comments concerning a proposal to amend § 123.1 of the Customs Regulations (19 CFR 123.1) to reference §§ 235.13 and 286.8 of the INS regulations (8 CFR 235.13 and 286.8) which provide for the PORTPASS.

The public comment period for the proposed amendment closed November 12, 1996. One comment was received, which, although discussed below, was not within the scope of the proposed amendment to the Customs Regulations. Accordingly, Customs has decided to adopt the proposed amendment to Part 123 of the Customs Regulations without change.

#### Discussion of Comment

*Comment:* One comment was received from the Air Transport Association of America which, while applauding Customs effort to facilitate the low risk land-border traveler, inquired if such innovations would be expanded to the airport inspection environment.

*Customs response:* A number of initiatives unique to the air environment are available to benefit the air passenger. The preclearance program is designed to expedite entry into the United States for air passengers traveling directly into the United States from Canada and the Caribbean; the Advanced Passenger Information System is designed to facilitate entry into the United States for passengers on participating carriers; and the General Aviation Telephonic Entry Program, currently being tested (see, 61 FR 46902), which provides telephonic entry into the United States for qualifying general aviation aircraft entering the United States from Canada has been developed for private aircraft.

Other additional methods to further expedite air passengers are currently under consideration as part of the National Performance Review (NPR).

#### Inapplicability of the Regulatory Flexibility Act and Executive Order 12866

Pursuant to provisions of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), it is certified that the amendment will not have a significant economic impact on a substantial number of small entities, as the amendment concerns the entry status of individuals. Accordingly, the amendment is not subject to the regulatory analysis or other requirements of 5 U.S.C. 603 and 604. This amendment does not meet the criteria for a "significant regulatory action" as specified in Executive Order 12866.

#### Drafting Information

The principal author of this document was Gregory R. Vilders, Attorney, Regulations Branch. However, personnel from other offices participated in its development.

#### List of Subjects in 19 CFR Part 123

Administrative practice and procedure, Aliens, Canada, Customs duties and inspection, Fees, Forms, Immigration, Imports, Mexico, Reporting and recordkeeping requirements, Test programs.

#### Amendment to the Regulations

For the reasons stated above, part 123 of the Customs Regulations (19 CFR part 123) is amended as set forth below:

#### PART 123—CUSTOMS RELATIONS WITH CANADA AND MEXICO

1. The general authority citation for part 123 continues to read as follows:

**Authority:** 19 U.S.C. 66, 1202 (General Note 20, Harmonized Tariff Schedule of the United States (HTSUS)), 1431, 1433, 1624.  
\* \* \* \* \*

2. In § 123.1, the first sentence in paragraph (a) is amended by adding the words " , unless excepted by voluntary enrollment in and compliance with PORTPASS—a joint Customs Service/ Immigration and Naturalization Service facilitated entry program (See, Immigration and Naturalization Regulations at 8 CFR 235.13)," after the words "Individuals arriving in the United States"; and, paragraph (b) is amended by removing the second and third sentences and adding, in their place, the sentence that reads as follows:

#### § 123.1 Report of arrival from Canada or Mexico and permission to proceed.

\* \* \* \* \*

(b) *Vehicles.* \* \* \* Upon arrival of the vehicle in the U.S., the driver, unless he or she and all of the vehicle's occupants are excepted by enrollment in, and in compliance with, PORTPASS—a joint Customs Service/ Immigration and Naturalization Service facilitated entry program (See, Immigration and Naturalization Regulations at 8 CFR 235.1 and 286.8), immediately shall report such arrival to Customs, and shall not depart or discharge any passenger or merchandise (including baggage) without authorization by the appropriate Customs officer.

\* \* \* \* \*

**George J. Weise,**  
*Commissioner of Customs.*

Approved: May 21, 1997.

**Dennis M. O'Connell,**  
*Acting Deputy Assistant Secretary of the Treasury.*  
[FR Doc. 97-15329 Filed 6-11-97; 8:45 am]  
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#### DEPARTMENT OF JUSTICE

#### 28 CFR Part 0

[DEA-157F]

#### Redelegation of Functions; Delegation of Authority to Drug Enforcement Administration Official

**AGENCY:** Department of Justice.

**ACTION:** Final rule.

**SUMMARY:** The Drug Enforcement Administration (DEA), Department of Justice, is amending the appendix to the Justice Department regulations which redelegate certain functions and authorities vested in the Attorney General by the Controlled Substances Act and the Chemical Diversion and Trafficking Act of 1988 and are redelegated to the Administrator of the Drug Enforcement Administration to make technical corrections to reflect changes in position titles and to add listed chemicals, tableting machines and encapsulating machines to the things which a subpoena may regard.

**EFFECTIVE DATE:** June 12, 1997.

**FOR FURTHER INFORMATION CONTACT:** G. Thomas Gitchel, Chief, Liaison and Policy Section, Office of Diversion Control, Drug Enforcement Administration, Washington, DC, Telephone (202) 307-7297.

**SUPPLEMENTARY INFORMATION:** The Controlled Substances Act (CSA) (21 U.S.C. 801 *et seq.*) and subsequent