

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 July 25, 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. 40103, 40113, 40120, 44701; 49 U.S.C. 106(g); and 14 CFR 11.49(b)(2).

2. Part 97 is amended to read as follows:

§§ 97.23, 97.27, 97.33, 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.27 NDB, NDB/DME; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

Effective August 14, 1997

Pohnpei, FM, Pohnpei Intl, NDB/DME or GPS RWY 9, Amdt 4 CANCELLED

Pohnpei, FM, Pohnpei Intl, NDB/DME RWY 9, Amdt 4

Weno Island, FM, Chuck Intl, NDB/DME or GPS RWY 4, Orig CANCELLED

Weno Island, FM, Chuck Intl, NDB/DME RWY 4, Orig

Yap, FM, Yap Intl, NDB/DME or GPS RWY 7, Amdt 1 CANCELLED

Yap, FM, Yap Intl, NDB/DME RWY 7, Amdt 1

Marshall, MN, Marshall Muni-Ryan Field, VOR/DME or GPS RWY 30, Amdt 2 CANCELLED

Marshall, MN, Marshall Muni-Ryan Field, VOR/DME RWY 30, Amdt 2

Babelthuap Island, PW, Babelthuap/Koror,

NDB or GPS RWY 9, Orig CANCELLED

Babelthuap Island, PW, Babelthuap/Koror,

NDB RWY 9, Orig

Majuro Atoll, RM, Marshall Islands Intl, NDB or GPS RWY 7, Orig CANCELLED

Majuro Atoll, RM, Marshall Islands Intl, NDB RWY 7, Orig

Majuro Atoll, RM, Marshall Island Intl, NDB

or GPS RWY 25, Orig CANCELLED

Majuro Atoll, RM, Marshall Island Intl, NDB RWY 25, Orig

Laurens, SC, Laurens County, NDB or GPS RWY 8, Amdt 1A CANCELLED

Laurens, SC, Laurens County, NDB RWY 8, Amdt 1A

Big Piney, WY, Big Piney-Marbleton, VOR or GPS RWY 31, Amdt 3 CANCELLED

Big Piney, WY, Big Piney-Marbleton, VOR RWY 31, Amdt 3

[FR Doc. 97-20292 Filed 7-31-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 28981; Amdt. No. 1810]

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 change 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

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Issued in Washington, DC on July 25, 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:

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 August 14, 1997*

Birmingham, AL, Birmingham Intl, LOC RWY 23, AMDT 5, Cancelled
Birmingham, AL, Birmingham Intl, LOC RWY 18, Orig
Birmingham, AL, Birmingham Intl, ILS RWY 23, Orig

* * * *Effective September 11, 1997*

Wrangell, AK, Wrangell, GPS-A, Orig
Murrieta/Temequila, CA, French Valley, GPS RWY 18, Orig
Monte Vista, CO, Monte Vista Muni, GPS RWY 20, Orig
Oxford, CT, Waterbury-Oxford, ILS RWY 36, Amdt 11
Windsor Locks, CT, Bradley Intl, VOR OR TACAN RWY 6, Orig
Windsor Locks, CT, Bradley Intl, VOR OR TACAN RWY 15, Amdt 2
Windsor Locks, CT, Bradley Intl, VOR OR TACAN RWY 24, Orig
Windsor Locks, CT, Bradley Intl, VOR OR TACAN RWY 33, Orig
Windsor Locks, CT, Bradley Intl, NDB or GPS RWY 6, Amdt 28
Windsor Locks, CT, Bradley Intl, COPTER ILS 058, Amdt 2
Windsor Locks, CT, Bradley Intl, ILS RWY 6, Amdt 34
Windsor Locks, CT, Bradley Intl, ILS RWY 24, Amdt 8
Windsor Locks, CT, Bradley Intl, ILS RWY 33, Amdt 7
Windsor Locks, CT, Bradley Intl, GPS RWY 15, Amdt 3
Marco Island, FL, Marco Island, LOC RWY 17, Orig
Brunswick, GA, Glynco Jetport, VOR/DME OR GPS-B, Amdt 7
Brunswick, GA, Glynco Jetport, NDB OR GPS RWY 7, Amdt 10
Brunswick, GA, Glynco Jetport, ILS RWY 7, Amdt 8
Bangor, ME, Bangor Intl, ILS RWY 15, Amdt 5
Baltimore, MD, Baltimore-Washington Intl, ILS RWY 10, Amdt 16

Jefferson City, MO, Jefferson City Meml, NDB RWY 12, Amdt 2
Jefferson City, MO, Jefferson City Meml, NDB RWY 30, Orig
Jefferson City, MO, Jefferson City Meml, ILS RWY 30, Amdt 4
Grants NM, Grants-Milan Muni, GPS RWY 31, Orig
Olean, NY, Chatteraugus County-Olean, NDB RWY 22, Amdt 12
Grand Forks, ND, Grand Forks Intl, VOR OR GPS RWY 17R, Amdt 5
Grand Forks, ND, Grand Forks Intl, VOR OR GPS RWY 35L, Amdt 6
Grand Forks, ND, Grand Forks Intl, LOC BC RWY 17R, Amdt 11
Grand Forks, ND, Grand Forks Intl, ILS RWY 35L, Amdt 10
Philipsburg, PA, Mid-State, VOR RWY 24, Amdt 15
Philipsburg, PA, Mid-State, ILS RWY 16, Amdt 6
Canadian, TX, Hemphill County, GPS RWY 4, Orig
Canadian, TX, Hemphill County, GPS RWY 22, Orig
Pennington Gap, VA, Lee County, NDB or GPS-A, Amdt 2, Cancelled

* * * *Effective November 6, 1997*

Silver Bay, MN, Silver Bay Muni, GPS RWY 25, Orig

Note: The FAA published the following procedure in Docket No. 28942, Amdt No. 1803 to Part 97 of the Federal Aviation Regulations (Vol 62, No. 121, page 33993, dated Tuesday, June 24, 1997) under Section 97.33 effective September 11, 1997, which is hereby rescinded:

San Martin, CA, South County Arprt of Santa Clara County, GPS RWY 32, Orig

[FR Doc. 97-20291 Filed 7-31-97; 8:45 am]

BILLING CODE 4910-13-M

RAILROAD RETIREMENT BOARD

20 CFR Part 340

RIN 3220-AB32

Recovery of Benefits

AGENCY: Railroad Retirement Board.

ACTION: Interim final rule.

SUMMARY: The Railroad Retirement Board (Board) hereby amends part 340 of its regulations to reflect its authority to compromise debts provided that the amount recoverable does not exceed \$100,000 exclusive of interest. This amendment would conform the Board's regulations to present law.

DATES: *Effective Date:* This regulation will be effective August 1, 1997.

Comment Date: Comments due on or before September 30, 1997.

ADDRESSES: Comments may be mailed to the Secretary to the Board, Railroad Retirement Board, 844 North Rush Street, Chicago, Illinois 60611.