

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 SIAP's, 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 SIAP's. 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 § 14 CFR 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Form 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAP's, 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 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.

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. The SIAP's contained in this amendment are based on the criteria contained in the United States 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.

The FAA has determined through testing that current nonlocalizer type, non-precision instrument approaches developed using the TERPS criteria can be flown by aircraft equipped with Global Positioning System (GPS) equipment. In consideration of the above, the applicable SIAP's will be altered to include "or GPS" in the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS procedure is developed, the procedure title will be altered to remove "or GPS" from these non-localizer, non-precision instrument approach procedure titles.)

The FAA has determined through extensive analysis that current SIAP's intended for use by Area Navigation (RNAV) equipped aircraft can be flown by aircraft utilizing various other types of navigational equipment. In consideration of the above, those SIAP's currently designated as "RNAV" will be redesignated as "VOR/DME RNAV" without otherwise reviewing or modifying the SIAP's.

Because of the close and immediate relationship between these SIAP's 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 September 5, 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 as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

1. The authority citation for part 97 continues to read:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113-40114, 40120, 44502, 44514, 44701, 44719, 44721-44722.

2. Amend 97.23, 97.27, 97.33 and 97.35, as appropriate, by adding, revising, or removing the following SIAP's, effective at 0901 UTC on the dates

* * * *Effective Oct. 9, 1997*

Eagle River, WI, Eagle River Union, VOR/
DME RWY 4, Amdt 1 Cancelled
Eagle River, WI, Eagle River Union, VOR/
DME RWY 4, Amdt 1A

[FR Doc. 97-24994 Filed 9-18-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29017; Amdt. No. 1820]

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.

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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 September 5, 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 October 9, 1997*

Fort Pierce, FL, St. Lucie County Intl, NDB RWY 9, Orig

Fort Pierce, FL, St. Lucie County Intl, NDB RWY 9, Amdt 1, Cancelled

Fort Pierce, FL, St. Lucie County Intl, ILS RWY 9, Amdt 1

Rutland, VT, Rutland State, LDA 1 RWY 19, Amdt 8, Cancelled

Rutland, VT, Rutland State, LOC/DME 1 RWY 19, Orig

* * * *Effective November 6, 1997*

Birmingham, AL, Birmingham Intl, GPS RWY 23, Orig

Talladega, AL, Talladega Muni, GPS RWY 3, Orig

Talladega, AL, Talladega Muni, GPS RWY 21, Orig

Little Rock, AR, Adams Field, GPS RWY 4R, Orig

Little Rock, AR, Adams Field, GPS RWY 22L, Orig

South Lake Tahoe, CA, Lake Tahoe, GPS RWY 18, Orig

Caldwell, ID, Caldwell Industrial, NDB RWY 30, Orig

Caldwell, ID, Caldwell Industrial, NDB OR GPSA RWY 30, Amdt 3A, Cancelled

Belleville, IL, Midamerica, NDB RWY 32R, Orig, Cancelled

Belleville, IL, Midamerica, NDB RWY 32R, Orig
 Coldwater, MI, Branch County Memorial, VOR/DME OR GPS RWY 24, Amdt 3, Cancelled
 Coldwater, MI, Branch County Memorial, VOR OR GPS RWY 6, Amdt 4
 Coldwater, MI, Branch County Memorial, VOR RWY 24, Orig
 Hillsdale, MI, Hillsdale Muni, VOR OR GPS-G, Amdt 7
 Marshall, MI, Brooks Field, VOR OR GPS RWY 28, Amdt 14
 Butte, MT, Bert Mooney, ILS RWY 15, Amdt 5
 Cincinnati, OH, Cincinnati-Blue Ash, VOR RWY 24, Amdt 6
 Cincinnati, OH, Cincinnati-Blue Ash, NDB RWY 6, Amdt 2
 Cincinnati, OH, Cincinnati-Blue Ash, NDB OR GPS RWY 24, Amdt 2
 Cincinnati, OH, Cincinnati Muni-Lunken Field, NDB OR GPS RWY 21L, Amdt 13
 Harrison, OH, Cincinnati West, VOR OR GPS RWY 18, Amdt 3
 Tulsa, OK, Tulsa Intl, GPS RWY 8, Orig
 Tulsa, OK, Tulsa Intl, GPS RWY 18L, Orig
 Tulsa, OK, Tulsa Intl, GPS RWY 18R, Orig
 Tulsa, OK, Tulsa Intl, GPS RWY 36R, Orig
 Redmond, OR, Roberts Field, GPS RWY 10, Orig
 Redmond, OR, Roberts Field, GPS RWY 28, Orig
 West Chester, PA, Brandywine, GPS RWY 9, Orig
 Pineville, WV, Kee Field, GPS RWY 7, Orig
 Summersville, WV, Summersville, GPS RWY 22, Orig

** * * Effective Upon Publication*

Tinian Island, N. Mariana Islands, West Tinian, NDB-A, Amdt 1

Note: The FAA published the following procedure in Docket No. 28992, Amdt. No. 1813 to Part 97 of the Federal Aviation Regulations (Vol. 62, No. 163, Page 44542, dated Friday, August 22, 1997) under Section 97.25 effective November 6, 1997, which is hereby amended as follows:

Anchorage, AK, Anchorage Intl, ILS Rwy 6L, Amdt 9 should read: LOC Rwy 6L, Amdt 9.

[FR Doc. 97-24992 Filed 9-18-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

15 CFR Part 902

50 CFR Part 648

[Docket No. 970318056-7211-02; I.D. 080497C]

RIN 0648-AJ43

Fisheries of the Northeastern United States; Northeast Multispecies Fishery; Framework Adjustment 20

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Final rule and correction.

SUMMARY: NMFS issues this final rule to adopt as final, with minor modifications for clarification purposes, the provisions of the interim final rule implementing Framework Adjustment 20 to the Northeast Multispecies Fishery Management Plan (FMP). The interim final rule implemented several management measures necessary to meet the mortality reduction goals of the FMP. The intent of this action is to address comments submitted in response to the interim final rule. This document also corrects the final rule published on March 3, 1997.

DATES: Effective September 18, 1997, except for § 648.14(c)(10) which is effective April 2, 1997.

ADDRESSES: Copies of Amendment 7 to the FMP, its regulatory impact review (RIR) and the regulatory flexibility analysis contained within the RIR, its final supplemental environmental impact statement, and Framework Adjustment 20 documents are available on request from Paul J. Howard, Executive Director, New England Fishery Management Council, 5 Broadway, Saugus, MA 01906-1097.

Comments regarding burden-hour estimates for the collection-of-information requirement should be sent to Dr. Andrew A. Rosenberg, Regional Administrator, Northeast Region, NMFS, 1 Blackburn Drive, Gloucester, MA 01930, and the Office of Information and Regulatory Affairs, Office of Management and Budget, Washington, DC 20503 (ATTN: NOAA Desk Officer).

FOR FURTHER INFORMATION CONTACT: Susan A. Murphy, Fishery Policy Analyst, 508-281-9252.

SUPPLEMENTARY INFORMATION: Regulations implementing Amendment 7 to the FMP became effective on July

1, 1996 (61 FR 27710, May 31, 1996). These regulations implemented a comprehensive set of measures to control fishing mortality by controlling fishing effort through days-at-sea (DAS) allocations, and rebuild the primary stocks of regulated multispecies. Additionally, a framework procedure was established which requires the New England Fishery Management Council (Council) to annually review the best scientific information available, set target total allowable catches for the primary cod, haddock, and yellowtail flounder stocks, and recommend management options to achieve the objectives of the plan. The following summarizes the measures implemented by the interim final rule and adopted as final, with minor modifications, by this final rule.

To address the needed reductions for Gulf of Maine (GOM) cod, the interim final rule, which became effective May 1, 1997 (62 FR 15381, April 1, 1997, and corrected 62 FR 37154, July 11, 1997), established a cod landing limit for vessels fishing on this stock. This landing limit is 1,000 lb (453.6 kg) of GOM cod per day, or any part of a day, for each of the first 4 days of a trip, and up to 1,500 lb (680.4 kg) of GOM cod per day, or any part of a day, in excess of 4 days. To mitigate discarding, vessels are allowed to retain cod in excess of the limit, provided that they do not call out of the multispecies DAS program until total DAS per trip correspond to the total allowable weight of cod off-loaded per trip, and if, upon entering port, they report their hailed weight of cod on board under a separate call-in system. Vessels operating south of 42°00' N. lat. for a minimum of 30 days are exempt from the cod landing limit if they obtain and keep a NMFS-issued exemption certificate on board the vessel.

The interim final rule also implemented a 1997 fishing year measure that increases the landing limit of haddock, beginning September 1, 1997, to 1,000 lb (453.6 kg) per day, to a maximum of 10,000 lb (4,536.0 kg) per trip. As a means of ensuring that landings are kept below the 1,608 mt target TAC level for Georges Bank (GB) haddock, this measure would revert to a 1,000 lb (453.6 kg) per trip possession limit when 1,150 mt is projected to be reached. A notification would be published in the **Federal Register** when the 1,000-lb (453.6 kg) trip limit is reinstated.

The interim final rule also implemented a set of additional gillnet restrictions requiring most multispecies gillnet vessels to declare into either a Day or Trip gillnet category designation.