

[FR Doc. 96-30516 Filed 11-27-96; 8:45 am]
BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28734; Amdt. No. 1764]

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 November 15, 1996.

Thomas C. Accardi,
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 TACON, and VOR/DME

or TACON; § 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 December 5, 1996*

Bethel, AK, Bethel, MLS RWY 36, Orig
Telluride, CO, Telluride Regional, LOC/DME RWY 9, Orig
Springfield, IL, Capital, NDB RWY 22, Orig
Springfield, IL, Capital, ILS RWY 22, Amdt 7
Fort Wayne, IN, Fort Wayne Intl, NDB or GPS RWY 32, Amdt 25
Fort Wayne, IN, Fort Wayne Intl, LOC BC RWY 14, Amdt 13
Fort Wayne, IN, Fort Wayne Intl, ILS RWY 32, Amdt 28
Pinecreek, MN, Piney Pinecreek Border, NDB RWY 33, Orig
Dayton, OH, Greene County, GPS RWY 7, Orig
Memphis, TN, Memphis Intl, ILS RWY 18L, Orig
Memphis, TN, Memphis Intl, ILS RWY 18R, Amdt 11
Memphis, TN, Memphis Intl, ILS RWY 36R, Orig
Memphis, TN, Memphis Intl, ILS RWY 36L, Amdt 12

* * * *Effective January 2, 1997*

Paragould, AR, Kirk Field, NDB RWY 22, Orig
Chadron, NE, Chadron Muni, VOR OR GPS RWY 20, Amdt 6A, Cancelled

* * * *Effective January 30, 1997*

Aniak, AK, Aniak, GPS RWY 10, Orig
Buckland, AK, Buckland, GPS RWY 10, Orig
Homer, AK, Homer, GPS RWY 21, Orig
Petersburg, AK, James A Johnson Petersburg, GPS-B, Orig
Sand Point, AK, Sand Point, GPS-C, Orig
Sitka, AK, Sitka, GPS RWY 11, Orig
Wainwright, AK, Wainwright, GPS RWY 4, Orig
Wainwright, AK, Wainwright, GPS RWY 22, Orig
Merced, CA, Merced Muni/Macready Field, VOR OR GPS RWY 30, Amdt 17
Merced, CA, Merced Muni/Macready Field, LOC BC RWY 12, Amdt 9
Merced, CA, Merced Muni/Macready Field, ILS RWY 30, Amdt 13
Alamosa, CO, San Luis Valley Regional/ Bergman Field, GPS RWY 2, Amdt 1
Durango, CO, Durango-La Plata County, GPS RWY 2, Orig
Fernandina Beach, FL, Fernandina Beach Muni, GPS RWY 13, Orig
Donalsonville, GA, Donalsonville Muni, GPS RWY 18, Orig
Donalsonville, GA, Donalsonville Muni, GPS RWY 36, Orig
Decatur, IL, Decatur, GPS RWY 30, Orig
Starkville, MS, George M Bryan, GPS RWY 18, Orig
Las Vegas, NV, McCarran Intl, VOR RWY 25L/R, Amdt 1
Las Vegas, NV, McCarran Intl, GPS RWY 1R, Orig

Frederick, OK, Frederick Muni, GPS RWY 35L, Orig
Hot Springs, VA, Ingalls Field, GPS RWY 6, Orig
Luray, VA, Luray Caverns, GPS RWY 22, Orig
Mineral Point, WI, Iowa County, GPS RWY 4, Orig

[FR Doc. 96-30517 Filed 11-27-96; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF COMMERCE

Bureau of the Census

15 CFR Part 30

[Docket No. 960606162-6293-02]

RIN 0607-AA21

Collection of Canadian Province of Origin Information on Customs Entry Records

AGENCIES: Bureau of the Census, Commerce and U.S. Customs Service, Treasury.

ACTION: Final rule.

SUMMARY: The Bureau of the Census (Census) has determined that Canadian Province of Origin information is required for all U.S. imports that originate in Canada. Census has asked the U.S. Customs Service (Customs) to begin collecting this information. This action is taken to fulfill the requirements of the 1987 agreement between the United States and Canada under which the countries agreed to replace their requirements for reporting export data by substituting exchanged import information. The Department of Treasury concurs with the provisions contained in this final rule.

EFFECTIVE DATE: This rule will become effective February 27, 1997.

FOR FURTHER INFORMATION CONTACT: Requests for additional information should be directed to C. Harvey Monk, Jr., Bureau of the Census, Washington, D.C. 20233, by telephone on (301) 457-2255 or by fax on (301) 457-2645. For information on the specific Customs reporting requirements contact: J. Edgar Nichols, U.S. Customs Service, Room 6216, 1301 Constitution Avenue, N.W., Washington, D.C. 20229, by telephone on (202) 927-1426 or by fax on (202) 927-0165.

SUPPLEMENTARY INFORMATION: Effective in January 1990, the United States and Canada each replaced their requirements for reporting export data by agreeing to substitute exchanged import information. This substitution of exchanged import information allowed the countries to eliminate the requirements that exporters in both

countries provide separate export information on the millions of shipments crossing the U.S. and Canadian border each year. A Memorandum of Understanding (MOU) implementing the exchange was signed by the United States and Canada on July 29, 1987.

Under the terms of the MOU, the United States and Canada agreed to collect several new data elements on their respective import records. These elements improve both countries' statistical data and allow elimination of export reporting. One of the data elements that the United States agreed to collect in the MOU is the Canadian Province of Origin where the specific goods exported to the United States were produced. Census has attempted in the past to derive this information from related information now reported on Customs entry records as part of the required Identification of the Foreign Manufacturer. The quality of this derived information, however, has proven unsatisfactory. In many cases the Province currently reported does not identify the location where the goods were manufactured or assembled or mined, grown, or otherwise produced. Instead, it represents a corporate headquarters or the location of the Canadian vendor.

Response to Comments

The Census Bureau issued a Notice of Proposed Rulemaking and Request for Comments in the Federal Register (61 FR 36318) on Wednesday, July 10, 1996. The Bureau of the Census received eight letters commenting on the proposed rule. The Census Bureau replied to each of these respondents.

Two of the respondents pointed out an ambiguity in the definition of province of origin. In order to clarify this definition, the wording in the program requirements and the Foreign Trade Statistics Regulations (FTSR), 15 CFR 30.80 (a) and (b), is modified. The wording is changed to clarify that for goods determined under applicable Customs rules to originate in Canada, the Canadian province of origin should be: (1) For manufactured or assembled goods, that province in which the final manufacture or assembly is performed prior to exporting the goods to the United States; and (2) For nonmanufactured goods, that province where the goods were originally grown, mined, or otherwise produced. One of these respondents also expressed concern that the notice was establishing new criteria for determining the origin of goods for imports from Canada. In order to clarify this issue, the wording in the program requirements and the