

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 or 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 January 24, 1997.

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, 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 February 27, 1997*

Columbus, OH, Port Columbus Intl, LOC BC RWY 28R, Amdt 6 CANCELLED
Salem, OH, Salem Airport Inc, VOR or GPS-A, Amdt 1

**** Effective March 27, 1997*

Hemet, CA, Hemet-Ryan, GPS RWY 5, Orig
Deland, FL, Deland Muni-Sidney H. Taylor Field, NDB OR GPS RWY 30, Amdt 1
Deland, FL, Deland Muni-Sidney H. Taylor Field, GPS RWY 5, Orig
Deland, FL, Deland Muni-Sidney H. Taylor Field, GPS RWY 12, Orig
Olathe, KS, Johnson County Executive, NDB RWY 36, Orig
Somerset, KY, Somerset-Pulaski Co-J T Wilson Field, GPS RWY 22, Orig
St Cloud, MN, St Cloud Regional, GPS RWY 5, Orig
St Cloud, MN, St Cloud Regional, GPS RWY 23, Orig
Lee's Summit, MO, Lee's Summit Muni, GPS RWY 29, Orig
Great Falls, MT, Great Falls Intl, RADAR-1, Amdt 10, CANCELLED
Rutherfordton, NC, Rutherford County, GPS RWY 1, Orig
Newark, OH, Newark-Heath, GPS RWY 27, Orig
Tiffin, OH, Seneca County, GPS RWY 24, Orig
Wooster, OH, Wayne County, GPS RWY 28, Orig
Aurora, OR, Aurora State, GPS RWY 17, Orig
Aurora, OR, Aurora State, GPS RWY 35, Orig
Bellingham, WA, Bellingham Intl, GPS RWY 16, Orig
Bellingham, WA, Bellingham Intl, GPS RWY 34, Orig
Friday Harbor, WA, Friday Harbor, RADAR-1, Amdt 1A, CANCELLED
Kelso, WA, Kelso-Longview, GPS RWY 12, Orig

Note: The FAA published an amendment of the Federal Aviation Regulations (Vol 62, No. 15, page 3453, dated January 23, 1997) under Section 97.27, in Docket No. 28777, Amdt No. 1776 to Part 97, which is hereby amended as follows:

Change the effective date of publication from February 27, 1997 to March 27, 1997, for the following standard instrument approach procedure: Unalakleet, AK, Unalakleet, MLS RWY 14, Orig.

[FR Doc. 97-2640 Filed 2-3-97; 8:45 am]

BILLING CODE 4910-13-M

Coast Guard

33 CFR Part 117

[CCGD08-96-062]

RIN 2115-AE47

Temporary Drawbridge Regulations: Mississippi River, Iowa and Illinois

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: This document temporarily allows four drawbridges on the Upper

Mississippi River to change from the on-demand opening requirements governing drawbridges. This action is necessary in order for the bridges to undergo required maintenance. Winter conditions on the Upper Mississippi River, coupled with the closure of many Corps of Engineers' locks until March 1997, will preclude any significant navigation demands for bridge openings.

DATES: Section 117.35-T08-062 is effective from January 17 through March 1, 1997.

FOR FURTHER INFORMATION CONTACT: Roger K. Wiebusch, Bridge Administrator; Director, Western Rivers Operations, Eighth Coast Guard District, Bridge Branch, 1222 Spruce Street, St. Louis, MO 63103-2832, telephone 314-539-3900 extension 378.

SUPPLEMENTARY INFORMATION: This action promulgates temporary regulations for drawbridge closures due to required winter bridge maintenance work. In accordance with 5 U.S.C. 533, a notice of proposed rulemaking has not been published and good cause exists for making this rule effective in less than 30 days from publication. Delaying implementation of the regulation will not benefit navigation and would result in unnecessary additional operating costs to the bridge owners.

Discussion of Regulation

These drawbridge operation amendments have been coordinated with the commercial waterway industry by telephone. Director Western Rivers Operations, Bridge Administration, contacted the chairman of the River Industry Action Committee, an association of commercial towboat companies that operate on the Upper Mississippi River. The chairman of the committee reviewed these changes, and based on his knowledge of waterway traffic during the winter, and input from Committee member companies, was of the opinion that these amendments would not have a significant impact on commercial traffic. Fleeters operating in the vicinity of the bridges were contacted and they advised that these amendments would not have a significant impact on them because they plan their movements of single barges in advance and can give the notice required.

Locks impacted by these bridges close during winter conditions on the Upper Mississippi River because ice formation hinders navigation. The Clinton Railroad Drawbridge, Mile 518.0 Upper Mississippi River, is located between Lock 12 and 15 and those locks will be closed during this time period. Rock

Island Railroad and Highway Drawbridge, Mile 482.9 Upper Mississippi River, crosses Lock 15 and that lock is closed during this time period.

Burlington Railroad Drawbridge, Mile 403.1 Upper Mississippi River, is located between locks 19 and 22 and those locks will be closed during this time period. Keokuk Drawbridge, Mile 364.0 Upper Mississippi River, crosses lock 19 and that lock will be closed during this time period.

Performing maintenance on these bridges during the winter when no vessels are impacted is preferred to bridge closures or advance notification requirements during the commercial navigation season.

Regulatory Evaluation

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has not been reviewed by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of the rule to be so minimal that a full Regulatory Evaluation under paragraph 10e is unnecessary.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. § 601 *et seq.*), the Coast Guard was required to consider whether this action will have a significant economic impact on a substantial number of small entities. "Small entities" may include (1) small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their field and (2) governmental jurisdictions with populations of less than 50,000. Because it expects the impact of this action to be minimal, the Coast Guard certifies under 5 U.S.C. § 605(b), that this action will not have a significant economic impact on a substantial number of small entities.

Collection of Information

This action contains no collection-of-information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

Federalism

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the final rule does not raise sufficient

federalism concerns to warrant the preparation of a Federalism Assessment.

Environmental Assessment

This final rule has been thoroughly reviewed by the Coast Guard and determined to be categorically excluded from further environmental documentation in accordance with section 2.B.2.c of Commandant Instruction M16475.1B.

List of Subjects in 33 CFR Part 117

Bridges.

Regulation

In consideration of the foregoing, Part 117 of Title 33, Code of Federal Regulations, is amended as follows:

1. The authority citation for Part 117 continues to read as follows:

Authority: 33 U.S.C. § 499; 49 CFR 1.46; 33 CFR 1.05-1(g); section 117.255 also issued under the authority of Pub. L.

1. 102-587, 106 Stat. 5039.

2. A temporary section 117.35-T08-062 is added to read as follows:

§ 117.35-T08-062 Upper Mississippi River.

(a) *Clinton Railroad Drawbridge Mile 518.0 Upper Mississippi River.* From January 17 through March 1, 1997 the drawspan may remain in the closed to navigation position. Bridge opening requests must be made 24 hours in advance by calling the Clinton Yardmaster's office at 319-244-3204 anytime; 319-244-3269 weekdays between 7 a.m. and 3:30 p.m.; or page Mr. Darrell Lott at 800-443-7243, PIN#009096.

(b) *Rock Island Railroad and Highway Drawbridge Mile 482.9 Upper Mississippi River.* From January 17 through March 1, 1997, the drawspan may remain in the closed to navigation position. The bridge cannot be opened for navigation during this period due to maintenance work.

(c) *Burlington Railroad Drawbridge Mile 403.1 Upper Mississippi River.* From January 17 through March 1, 1997, the drawspan may remain in the closed to navigation position. Bridge opening requests must be made 6 hours in advance by calling Mr. A.L. Poole at 309-345-6103 or Mr. Larry Moll at 319-752-5244.

(d) *Keokuk Drawbridge Mile 364.0 Upper Mississippi River.* From January 17 through March 1, 1997 the drawspan may remain in the closed to navigation position. Bridge opening requests must be made 24 hours in advance by calling the Bridge Manager or Work Foreman at 319-524-3553/2442 or by calling either Mr. Mark Forest at 319-524-5329 or Mr. Dick Sykes at 319-524-6180.

Dated: January 17, 1997.
T.W. Josiah,
*Rear Admiral, U.S. Coast Guard, Commander,
Eighth Coast Guard District.*
[FR Doc. 97-2635 Filed 2-3-97; 8:45 am]
BILLING CODE 4910-14-M

33 CFR Part 165

[CGD 05-96-107]

Regulated Navigation Area: Chesapeake Bay Ice Navigation Season

AGENCY: Coast Guard, DOT.

ACTION: Notice of implementation.

SUMMARY: This document implements 33 CFR 165.503 effective from January 15, 1997 to March 15, 1997. Section 165.503 establishes a Regulated Navigation Area (RNA) for the northern portion of the Chesapeake Bay and its tributaries. Operators of specified vessels are required to contact Captain of the Port (COTP) Baltimore prior to entering or getting underway within the Regulated Navigation Area to determine if operating restrictions have been imposed due to ice conditions.

DATES: Section 165.503 of 33 CFR is effective from 12:01 a.m., January 15, 1997 to 12:01 a.m., March 15, 1997, unless sooner terminated by the COTP Baltimore by publication of a document in the Federal Register.

FOR FURTHER INFORMATION CONTACT: Lieutenant Commander Brooks Minnick, U.S. Coast Guard Activities Baltimore, 2401 Hawkins Point Road, Baltimore, MD 21226, (410) 576-2585.

DRAFTING INFORMATION: The drafters of this regulation are Lieutenant Commander Brooks Minnick, project officer, COTP Baltimore, Maryland, and Commander Greg Shelton, project attorney, Maintenance and Logistics Command Atlantic Legal Staff.

SUPPLEMENTARY INFORMATION: Ice conditions frequently exist during winter months on the northern portion of Chesapeake Bay and its tributaries. Severe ice conditions may threaten the safety of persons, vessels and the environment. COTP Baltimore may issue specific COTP orders imposing operating restrictions due to ice conditions, vessel construction, and cargo. Mariners are also encouraged to monitor Broadcast Notices to Mariners (BNTM) to determine if ice conditions exist in a specific area.

Section 165.503 of 33 CFR establishes a Regulated Navigation Area (RNA). Operators of vessels carrying oil or hazardous materials in bulk as cargo or residue, power-driven vessels of three

hundred gross tons or more, vessels of one hundred gross tons or more carrying one or more passengers for hire, and towing vessels of 26 feet or more in length must contact COTP Baltimore before entering or getting underway within the RNA to obtain current COTP orders. Section 165.503 will remain in effect from January 15, 1997 to March 15, 1997.

Dated: January 13, 1997.
G.S. Cope,
Captain, U.S. Coast Guard, Captain of the Port, Coast Guard Activities Baltimore.
[FR Doc. 97-2633 Filed 2-3-97; 8:45 am]
BILLING CODE 4910-14-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 721

[OPPTS-50598B; FRL-5580-5]

Substituted Cyclohexyldiamino Ethyl Esters; Revocation of a Significant New Use Rule

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: EPA is revoking a significant new use rule (SNUR) promulgated under section 5(a)(2) of the Toxic Substances Control Act (TSCA) for substituted cyclohexyldiamino ethyl esters based on receipt of new data. Based on the data the Agency determined that it could no longer support a finding that activities not described in the PMN may result in significant changes in environmental exposure.

EFFECTIVE DATE: The effective date of this rule is March 6, 1997.

FOR FURTHER INFORMATION CONTACT: Susan B. Hazen, Director, Environmental Assistance Division (7408), Office of Pollution Prevention and Toxics, Environmental Protection Agency, Rm. E-543A, 401 M St., SW., Washington, DC 20460; telephone: (202) 554-1404; TDD: (202) 554-0551; e-mail: TSCA-Hotline@epamail.epa.gov.

SUPPLEMENTARY INFORMATION: In the Federal Register of October 8, 1992 (57 FR 46458) (FRL-3934-7) EPA issued a SNUR establishing significant new uses for substituted cyclohexyldiamino ethyl esters. Because of additional data EPA has received for this substance, EPA is proposing to revoke this SNUR.

I. Background

The Agency proposed the revocation of the SNUR for this substance in the

Federal Register of April 19, 1996 (61 FR 17272) (FRL-5355-5). The background and reasons for the revocation of the SNUR are set forth in the preamble to the proposed revocation. The Agency received no public comment concerning the proposed revocation. As a result EPA is revoking this SNUR.

II. Background and Rationale for Revocation of the Rule

During review of the PMN submitted for the chemical substance that is the subject of this revocation, EPA concluded that regulation was warranted under § 721.170(b)(4)(ii) based on the fact that activities not described in the PMN may result in significant changes in environmental exposure. Based on these findings, a SNUR was promulgated.

EPA has determined that it could no longer support a finding that activities not described in the PMN may result in significant changes in environmental exposure. The revocation of SNUR provisions for this substance designated herein is consistent with this finding.

In light of the above, EPA is revoking the SNUR provisions for this chemical substance. When this revocation becomes final, EPA will no longer require notice of any company's intent to manufacture, import, or process this substance. In addition, export notification under section 12(b) of TSCA will no longer be required.

III. Rulemaking record

The record for the rule which EPA is revoking was established at OPPTS-50598 (P-91-1243). This record includes information considered by the Agency in developing this rule.

A public version of the record, without any Confidential Business Information, is available in the OPPT Non-Confidential Information Center (NCIC) from 12 p.m. to 4 p.m., Monday through Friday, except legal holidays. The TSCA NCIC is located in the Northeast Mall Basement Rm. B-607, 401 M St., SW., Washington, DC.

IV. Regulatory Assessment Requirements

EPA is revoking the requirements of this rule. Any costs or burdens associated with this rule will also be eliminated when the rule is revoked. Therefore, EPA finds that no costs or burdens must be assessed under Executive Order 12866, the Regulatory Flexibility Act (5 U.S.C. 605(b)), or the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).