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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30174; Amdt. No. 2006]

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:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK 73125) telephone: (405) 954-4164.

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 (NFDC) 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 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.

Conclusion

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 August 18, 2000.

L. Nicholas Lacey,

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 October 5, 2000*

Naples, FL, Naples Muni, GPS RWY 5, Orig-A, CANCELLED
 Naples, FL, Naples Muni, RNAV RWY 5, Orig
 Naples, FL, Naples Muni, GPS RWY 23, Orig-B, CANCELLED
 Naples, FL, Naples Muni, RNAV RWY 23, Orig
 Augusta, GA, Daniel Field, RADAR-1, Amdt 7
 Connersville, IN, Mettel Field, RNAV RWY 18, Orig
 Connersville, IN, Mettel Field, RNAV RWY 36, Orig
 Brainerd, MN, Brainerd-Crow Wing Co. Regional ILS RWY 23, Amdt 6
 Norwood, MA, Norwood Memorial, LOC RWY 35, Amdt 9
 Norwood, MA, Norwood Memorial, NDB RWY 35, Amdt 9
 Baltimore, MD, Baltimore-Washington Intl, VOR/DME RWY 4, Amdt 3
 Baltimore, MD, Baltimore-Washington Intl, VOR RWY 10, Amdt 17
 Baltimore, MD, Baltimore-Washington Intl, VOR/DME RWY 15L, Amdt 2
 Baltimore, MD, Baltimore-Washington Intl, VOR/DME RWY 22, Amdt 11
 Baltimore, MD, Baltimore-Washington Intl, VOR RWY 28, Amdt 24
 Baltimore, MD, Baltimore-Washington Intl, VOR/DME RWY 33L, Amdt 3
 Baltimore, MD, Baltimore-Washington Intl, VOR/DME-A, Amdt 1, CANCELLED
 Baltimore, MD, Baltimore-Washington Intl, ILS/DME RWY 15L, Amdt 4, CANCELLED
 Baltimore, MD, Baltimore-Washington Intl, VOR/DME RNAV RWY 22, Amdt 6A, CANCELLED
 Baltimore, MD, Baltimore-Washington Intl, ILS/DME RWY 33R, Amdt 2B, CANCELLED
 Baltimore, MD, Baltimore-Washington Intl, RNAV RWY 4, Orig
 Baltimore, MD, Baltimore-Washington Intl, GPS RWY 4, Orig, CANCELLED
 Baltimore, MD, Baltimore-Washington Intl, RNAV RWY 10, Orig
 Baltimore, MD, Baltimore-Washington Intl, RNAV RWY 15L, Orig
 Baltimore, MD, Baltimore-Washington Intl, GPS RWY 15L, Orig, CANCELLED
 Baltimore, MD, Baltimore-Washington Intl, RNAV Y RWY 15R, Orig

Baltimore, MD, Baltimore-Washington Intl, RNAV Z RWY 15R, Orig
 Baltimore, MD, Baltimore-Washington Intl, RNAV RWY 22, Orig
 Baltimore, MD, Baltimore-Washington Intl, GPS RWY 22, Orig, CANCELLED
 Baltimore, MD, Baltimore-Washington Intl, RNAV Y RWY 28, Orig
 Baltimore, MD, Baltimore-Washington Intl, RNAV Z RWY 28, Orig
 Baltimore, MD, Baltimore-Washington Intl, RNAV RWY 33L, Orig
 Baltimore, MD, Baltimore-Washington Intl, RNAV RWY 33R, Orig
 Baltimore, MD, Baltimore-Washington Intl, ILS RWY 10, Amdt 18
 Baltimore, MD, Baltimore-Washington Intl, ILS RWY 15L, Orig
 Baltimore, MD, Baltimore-Washington Intl, ILS RWY 15R, Amdt 15
 Baltimore, MD, Baltimore-Washington Intl, ILS RWY 28, Amdt 15
 Baltimore, MD, Baltimore-Washington Intl, ILS RWY 33L, Amdt 9
 Baltimore, MD, Baltimore-Washington Intl, ILS RWY 33R, Orig
 Baltimore, MD, Martin State, VOR/DME OR TACAN RWY 15, Amdt 5, CANCELLED
 Baltimore, MD, Martin State, VOR/DME OR TACAN Z RWY 15, Orig
 Baltimore, MD, Martin State, LOC RWY 15, Amdt 1
 Baltimore, MD, Martin State, NDB RWY 15, Amdt 9
 Baltimore, MD, Martin State, NDB RWY 33, Amdt 8
 Baltimore, MD, Martin State, ILS RWY 33, Amdt 6
 Baltimore, MD, Martin State, VOR/DME RNAV RWY 15, Amdt 5A, CANCELLED
 Baltimore, MD, Martin State, RNAV RWY 15, Orig
 Baltimore, MD, Martin State, RNAV RWY 33, Orig
 Harbor Springs, MI, Harbor Springs, RNAV RWY 10, Orig
 Harbor Springs, MI, Harbor Springs, RNAV RWY 28, Orig
 Minneapolis, MN, Minneapolis-St. Paul Intl/Wold Chamberlain, ILS RWY 30L, Amdt 43
 Minneapolis, MN, Minneapolis-St. Paul Intl/Wold Chamberlain, ILS PRM RWY 30L, Amdt 4 (Simultaneous Close Parallel)
 Ithaca, NY, Tompkins County, ILS RWY 32, Amdt 5
 Toledo, OH, Metcalf Field, VOR RWY 4, Amdt 9B
 Tillamook, OR, Tillamook, RNAV RWY 13, Orig
 San Juan, PR, Luis Munoz Marin Intl, GPS RWY 8, Orig-B, CANCELLED
 San Juan, PR, Luis Munoz Marin Intl, RNAV RWY 8, Orig
 San Juan, PR, Luis Munoz Marin Intl, GPS RWY 10, Orig-A, CANCELLED

San Juan, PR, Luis Munoz Marin Intl, RNAV RWY 10, Orig
 Appleton, WI, Outagamie County Regional, LOC BC RWY 21, Amdt 1

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COMMODITY FUTURES TRADING COMMISSION**17 CFR Part 1**

RIN 3038-AB54

Minimum Financial Requirements for Futures Commission Merchants and Introducing Brokers; Amendments to the Provisions Governing Subordination Agreements Included in the Net Capital of a Futures Commission Merchant or Independent Introducing Broker

AGENCY: Commodity Futures Trading Commission.

ACTION: Final rule.

SUMMARY: The Commodity Futures Trading Commission ("Commission" or "CFTC") is amending Regulation 1.17(h), which governs the net capital treatment of subordination agreements. Currently, futures commission merchants ("FCMs") and independent introducing brokers ("IBIs") that are members of a self-regulatory organization ("SRO"—*i.e.*, a contract market or the National Futures Association) and that are securities brokers or dealers registered with the Securities and Exchange Commission ("SEC") are required to obtain the approval of both a futures SRO and a securities designated examining authority ("DEA") for any proposed subordination agreement, proposed prepayment of a subordinated loan, or proposed reduction in the outstanding principal balance of a secured demand note. The Commission is amending its regulations to permit a futures SRO, subject to the conditions set forth below, to rely on a securities DEA's review and approval of a proposed subordination agreement, a proposed prepayment of a subordinated loan, or a proposed reduction in the outstanding principal balance of a secured demand note submitted to the DEA and SRO by an FCM or IBI.

EFFECTIVE DATE: September 25, 2000.

FOR FURTHER INFORMATION CONTACT: Thomas J. Smith, Special Counsel, Division of Trading and Markets, Commodity Futures Trading Commission, Three Lafayette Centre, 1155 21st Street, N.W., Washington, D.C. 20581; telephone (202) 418-5495;