

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, 97.25, 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 UPON PUBLICATION

FDC Date	State	City	Airport	FDC Number	SIAP
04/03/96 ...	OK	Pauls Valley	Pauls Valley Muni	FDC 6/2009	GPS Rwy 35 Orig...
04/04/96 ...	LA	Alexandria	Alexandria Intl	FDC 6/2028	VOR or GPS Rwy 32, Orig...
04/04/96 ...	OK	Pauls Valley	Pauls Valley Muni	FDC 6/2026	NDB Rwy 35, Amdt 3...
04/04/96 ...	TN	Tullahoma	Tullahoma Regional/WM Northern Field.	FDC 6/2043	VOR/DME or GPS-B, Amdt 3A...
04/04/96 ...	TN	Tullahoma	Tullahoma Regional/WM Northern Field.	FDC 6/2045	SDF Rwy 18, Amdt 3...
04/05/96 ...	AR	Texarkana	Texarkana Regional-Webb Field ...	FDC 6/2075	VOR or GPS Rwy 13, Amdt 14...
04/05/96 ...	AR	Texarkana	Texarkana Regional-Webb Field ...	FDC 6/2078	ILS Rwy 22, Amdt 14...
04/05/96 ...	AR	Texarkana	Texarkana Regional-Webb Field ...	FDC 6/2082	NDB or GPS Rwy 22, Amdt 11...
04/05/96 ...	AR	Texarkana	Texarkana Regional-Webb Field ...	FDC 6/2084	LOC BC Rwy 4, Amdt 11...
04/08/96 ...	KS	Wichita	Wichita Mid-Continent Airport	FDC 6/2116	ILS Rwy 1R, Amdt 16...
04/09/96 ...	VA	Petersburg	Petersburg Muni	FDC 6/2128	LOC Rwy 5 Orig...
04/09/96 ...	VA	Petersburg	Petersburg Muni	FDC 6/2130	NDB or GPS Rwy 5 Amdt 4...
04/09/96 ...	VA	Petersburg	Petersburg Muni	FDC 6/2132	VOR or GPS Rwy 23 Amdt 3...
04/15/96 ...	NE	Alliance	Alliance Muni	FDC 6/2236	VOR or GPS Rwy 12, Amdt 2...
04/15/96 ...	TX	College Station	Easterwood Field	FDC 6/2223	DEP PROC/TKOF MNMS, Orig...
04/15/96 ...	TX	College Station	Easterwood Field	FDC 6/2224	ILS Rwy 34, Amdt 10...
04/15/96 ...	TX	College Station	Easterwood Field	FDC 6/2225	LOC BC Rwy 16, Amdt 4...
04/15/96 ...	TX	College Station	Easterwood Field	FDC 6/2226	NDB or GPS Rwy 34, Amdt 11...
04/15/96 ...	TX	College Station	Easterwood Field	FDC 6/2227	VOR/DME or GPS Rwy 28, Amdt 12...
04/15/96 ...	TX	College Station	Easterwood Field	FDC 6/2228	VOR or TACAN or GPS Rwy 10, Amdt 18...

[FR Doc. 96-10676 Filed 4-29-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28548; Amdt. No. 1724]

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 AA 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 April 19, 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 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 May 23, 1996*

Manchester, NH, Manchester, LOC RWY 17, Orig
Liberty, TX Liberty Muni, GPS RWY 16, Orig

* * * *Effective June 20, 1996*

Selma, AL, Craig Field, VOR RWY 15, Orig
Selma, AL, Craig Field, VOR RWY 33, Orig
Selma, AL, Craig Field, VOR RWY 32, Amdt 3, CANCELLED
Koyuk, AK, Koyuk, NDB/DME RWY 36, Orig
St Paul Island, AK, St Paul Island, NDB/DME or GPS RWY 18, Amdt 2
St Paul Island, AK, St Paul Island, NDB-A, Orig
St Paul Island, AK, St Paul Island, NDB-3 or GPS RWY 36, Amdt 1, CANCELLED
Tucson, AZ, Tucson Intl, ILS RWY 11L, Amdt 12
Lompoc, CA, Lompoc, NDB or GPS-B, Orig, CANCELLED
Rio Vista, CA, Rio Vista Muni, GPS RWY 25, Orig
Santa Monica, CA, Santa Monica Muni, LDA/DME RWY 21, Amdt 1, CANCELLED
Bridgeport, CT, Igor I. Sikorsky Memorial, GSP RWY 29, Amdt 1
Jekyll Island, GA, Jekyll Island, GPS RWY 36, Orig
Great Barrington, MA, Great Barrington, NDB or GPS-A, Amdt 5
Great Barrington, MA, Great Barrington, GPS RWY 11, Orig
Aitkin, MN, Aitkin Muni, NDB or GPS RWY 16, Amdt 4
Brainerd, MN, Brainerd-Crow Wing Co Regional, VOR/DME RWY 12, Amdt 9
Brainerd, MN, Brainerd-Crow Wing Co Regional, VOR or GPA RWY 30, Amdt 13
Brainerd, MN, Brainerd-Crow Wing Co Regional, NDB or GPS RWY 23, Amdt 5
Brainerd, MN, Brainerd-Crow Wing Co Regional, ILS RWY 23, Amdt 5
Little Falls, MN, Little Falls-Morrison County, NDB or GPS RWY 30, Amdt 5
Mora, MN, Mora Muni, NDB or GPS RWY 35, Amdt 3
Corinth, MS, Roscoe Turner, GPS RWY 17, Orig
Reno, NV, Reno/Tahoe Intl, LOC-2 RWY 16R, Amdt 6
Southport, NC, Brunswick County, NDB or GPS-A, AMDT 3B, CANCELLED
Fargo, ND, Hector International, RADAR-1, Amdt 10
Gage, OK, Gage, VOR or GPS-A, Amdt 9A, CANCELLED
Miami, OK, Miami Muni, NDB or GPS RWY 17, Amdt 1, CANCELLED
Abilene, TX, Abilene Regional, RADAR-1, Amdt 8
Angleton/Lake Jackson, TX, Brazoria County, GPS RWY 35, Orig

Ballinger, TX, Bruce Field, GPS RWY 35, Orig
 Conroe, TX, Montgomery County, GPS RWY 32, Orig
 Fort Stockton, TX, Fort Stockton-Pecos County, GPS RWY 30, Orig
 Hereford, TX, Hereford Muni, GPS RWY 21, Orig
 Houston, TX, Houston Gulf, GPS RWY 31, Orig
 Livingston, TX, Livingston Muni, GPS RWY 30, Orig
 Monahans, TX, Roy Hurd Memorial, GPS RWY 12, Orig
 Monahans, TX, Roy Hurd Memorial, GPS RWY 30, Orig
 Ozona, TX, Ozona Muni, GPS RWY 16, Orig
 Palestine, TX, Palestine Muni, GPS RWY 35, Orig
 Hayward, WI, Hayward Muni, VOR RWY 20, Amdt 6
 Hayward, WI, Hayward Muni, VOR/DME or GPS RWY 2, Amdt 1
 Hayward, WI, Hayward Muni, NDB or GPS RWY 20, Amdt 12

The FAA published an amendment in Docket No. 28475, Amdt. No. 1712 to Part 97 of the Federal Aviation Regulations, Vol 61, FR No. Page 7698, dated February 29, 1996, Section 97.23 effective April 25, 1996, which is amended as follows:

Kokomo, IN, Kokomo Muni, VOR/DME or GPS RWY 23, Amdt 19 is amended to read:
 Kokomo, IN, Kokomo Muni, VOR or GPS RWY 23, Amdt 19

[FR Doc. 96-10677 Filed 4-29-96; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

24 CFR Parts 200, 232, and 241

[Docket No. FR-3349-C-04]

RIN 2502-AF74

Office of the Assistant Secretary for Housing-Federal Housing Commissioner; Revision of FHA Multifamily Processing and Fees; Technical Correction

AGENCY: Office of the Assistant Secretary for Housing-Federal Housing Commissioner, HUD.

ACTION: Final rule; technical correction.

SUMMARY: This document contains a correction to the final rule which was published on Monday, April 1, 1996, (61 FR 14410). That final rule concerned FHA multifamily mortgage insurance.

EFFECTIVE DATE: May 1, 1996.

FOR FURTHER INFORMATION CONTACT: Jane Luton, Director, New Products Division, Office of Multifamily Housing Development, Room 6138, Department of Housing and Urban Development, 451 Seventh Street, SW, Washington,

DC 20410-8000, telephone (202) 708-2556. (This is not a toll-free telephone number.) Hearing- or speech-impaired may access this number via TTY by calling the Federal Information Relay Service at 1-800-877-8339.

SUPPLEMENTARY INFORMATION:

Background

The final rule that is the subject of these corrections revised 24 CFR 200.40 and 200.45 of the FHA multifamily mortgage insurance regulations to increase processing/commitment fees and to make certain changes in the stages of processing.

Need for Correction

As published, the preamble to final regulations omitted a word which may prove to be misleading.

Accordingly, FR Doc. 96-7640, a final rule published in the Federal Register on April 1, 1996 (61 FR 14410), is corrected as follows:

On page 14411, in the preamble, in the first column, in the first paragraph under the heading "4. Elimination of Conditional Commitment Stage," the third line is corrected by adding the word "except" after the word "stage".

Dated: April 18, 1996.

Stephanie A. Smith,

Acting General Deputy, Assistant Secretary for Housing-Federal Housing Commissioner.

[FR Doc. 96-10600 Filed 4-29-96; 8:45 am]

BILLING CODE 4210-27-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 110

[CGD07-95-033]

RIN 2115-AA98

Special Anchorage Areas; Herb River, Thunderbolt, GA; Bull River, Savannah, GA; South Channel Savannah River East, Savannah, GA; South Channel Savannah River West, Savannah, GA; Calibogue Sound, Hilton Head, SC; May River, Hilton Head, SC

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is establishing six temporary special anchorage areas during the 1996 Centennial Olympic Games. These special anchorage areas become effective on July 4, 1996, at 7 a.m. EDT (Eastern Daylight Time), and terminate on August 5, 1996, at 11 p.m. EDT. The Coast Guard expects a significant

number of spectator vessels to participate in the festivities surrounding the 1996 Olympic Games. By designating special anchorage areas the Coast Guard expects to minimize the problems associated with a large congestion of boaters in the area.

EFFECTIVE DATES: This rule is effective at 7 a.m. EDT, on July 4, 1996, and terminates at 11 p.m. EDT, on August 5, 1996.

ADDRESSES: Copies of documents referenced in this document are available for inspection or copying from Marine Safety Office, Savannah, 222 W. Ogelthorpe Avenue, Suite 402, Savannah, Georgia between 9 a.m. and 3 p.m. EDT, Monday through Friday, except Federal holidays. A copy of the environmental assessment is available from CEU Miami, 909 S.E. 1st Ave., Miami, Florida 33131.

FOR FURTHER INFORMATION CONTACT: LT J. Simmerman, project officer for the Captain of the Port, or BMC P. Webber, Marine Safety Office Savannah at Tel: (912) 652-4353, between the hours of 7:30 a.m. and 4 p.m. EDT, Monday through Friday, except holidays.

SUPPLEMENTARY INFORMATION:

Regulatory History

On October 13, 1995, the Coast Guard published a Notice of Proposed Rulemaking (NPRM) in the Federal Register (60 FR 53317) entitled "Special Anchorage Areas; Herb River, Thunderbolt, GA; Bull River, Savannah, GA; South Channel Savannah River East, Savannah, GA; South Channel Savannah River West, Savannah, GA; Calibogue Sound, Hilton Head, SC; May River, Hilton Head, SC" (CGD07-95-033). Three comments were received in response to the NPRM.

Discussion of Comments and Changes

All of the comments received addressed the proposed May River special anchorage area, proposed § 110.T72e(f). These comments addressed concerns that establishment of the May River anchorage as proposed would not allow for safe navigation of recreational and commercial vessels by residents who live along the May River west of the proposed anchorage area. Based on these comments, proposed § 110.T72e(f) has been modified in this final rule to decrease the anchorage area, restricting the anchorage area to the southern half of the May River. This change in area will allow for safe passage of commercial and recreational vessels in the northern side of the channel. The description of the May River anchorage area now appears in § 110.72e(a)(6). Additionally, an