

§ 97.33 RNAV SIAPs; and § 97.35  
COPTER SIAPs, identified as follows:

\* \* \* Effective Upon Publication

FDC date	State	City	Airport	FDC No.	SIAP
09/03/97 .....	CA	Half Moon Bay .....	Half Moon Bay .....	7/5874	GPS Rwy 30 Orig...
09/04/97 .....	AR	Little Rock .....	Adams Field .....	7/5881	Radar-1, Amdt 15...
09/04/97 .....	OK	El Reno .....	El Reno Muni Air Park .....	7/5888	NDB Rwy 35, Amdt 3...
09/04/97 .....	TX	Fort Worth .....	Fort Worth Alliance .....	7/5889	ILS Rwy 16L, Amdt 3...
09/05/97 .....	MD	Cumberland .....	Greater Cumberland Regional .....	7/5903	LOC-A, Amdt 3A...
09/05/97 .....	OH	Wilmington .....	Airborne Airpark .....	7/5902	ILS Rwy 22R Amdt 4A...
09/05/97 .....	OK	Guthrie .....	Guthrie Muni .....	7/5897	NDB or GPS Rwy 16, Amdt 4...
09/05/97 .....	WI	Manitowish Waters .....	Manitowish Waters .....	7/5899	GPS Rwy 32 Orig...
09/10/97 .....	MA	Worcester .....	Worcester Regional .....	7/5972	ILS Rwy 11 Amdt 21...
09/10/97 .....	MA	Worcester .....	Worcester Regional .....	7/5973	NDB or GPS Rwy 11 Amdt 20...
09/10/97 .....	ME	Greenville .....	Greenville Seaplane Base .....	7/5970	NDB or GPS-A Amdt 4...
09/10/97 .....	NY	Penn Yan .....	Penn Yan .....	7/5980	GPS Rwy 1 Orig...
09/10/97 .....	NY	Penn Yan .....	Penn Yan .....	7/5981	GPS Rwy 19 Orig...
09/11/97 .....	AK	Deadhorse .....	Deadhorse .....	7/6012	NDB or GPS-A, Amdt 2...
09/11/97 .....	AK	Deadhorse .....	Deadhorse .....	7/6013	VOR Rwy 4, Amdt 3...
09/11/97 .....	AK	Deadhorse .....	Deadhorse .....	7/6015	VOR Rwy 22, Amdt 5...
09/11/97 .....	CA	Los Angeles .....	Los Angeles Intl .....	7/6002	ILS Rwy 25R Amdt 11...
09/11/97 .....	CA	Los Angeles .....	Los Angeles Intl .....	7/6003	ILS Rwy 25L Amdt 7...
09/11/97 .....	CA	Los Angeles .....	Los Angeles Intl .....	7/6045	ILS Rwy 25L/CAT II/, Amdt 7...
09/11/97 .....	CA	Los Angeles .....	Los Angeles Intl .....	7/6046	ILS Rwy 25L/CAT III/Amdt 7...
09/11/97 .....	CA	Ramona .....	Ramona .....	7/6040	VOR/DME or GPS-A Amdt 1...
09/11/97 .....	MN	Minneapolis .....	Minneapolis-St Paul Intl (Wold-Chamberlain).	7/6019	ILS PRM Rwy 29L (Simultaneous Close Parallel), Orig...
09/11/97 .....	MN	Minneapolis .....	Minneapolis-St Paul Intl (Wold-Chamberlain).	7/6024	ILS PRM Rwy 29R (Simultaneous Close Parallel), Orig...
09/11/97 .....	PA	Coatesville .....	Chester County G.O. Carlson .....	7/6044	ILS Rwy 29 Amdt 6...
09/11/97 .....	TX	Conroe .....	Conroe/Montgomery County .....	7/6037	ILS Rwy 14, Amdt 1...
09/12/97 .....	AR	El Dorado .....	South Arkansas Regional at Goodwin Field.	7/6059	VOR Rwy 22, Amdt 13B...
09/12/97 .....	AR	El Dorado .....	South Arkansas Regional at Goodwin Field.	7/6060	GPS Rwy 22, Orig...
09/15/97 .....	OR	Eugene .....	Mahlon Sweet Field .....	7/6116	NDB or GPS Rwy 16, Amdt 29...
09/16/97 .....	NM	Grants .....	Grants-Milan Muni .....	7/6123	GPS Rwy 31, Orig...

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29024; Amdt. No. 1825]

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 (SIAP's) 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 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 non-localizer 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 19, 1997.

**Louis C. Cusimano,**

*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.

#### §§ 97.23, 97.27, 97.33 and 97.35 [Amended]

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 specified:

\* \* \* *Effective Nov 6, 1997*

Bay Minette, AL, Bay Minette Muni, VOR or GPS RWY 8, Amdt 6 CANCELLED  
Bay Minette, AL, Bay Minette Muni, VOR RWY 8, Amdt 6  
Birmingham, AL, Birmingham Intl, NDB or GPS RWY 23, Amdt 16 CANCELLED  
Birmingham, AL, Birmingham Intl, NDB RWY 23, Amdt 16  
Talladega, AL, Talladega Muni, VOR/DME or GPS RWY 3, Amdt 4 CANCELLED  
Talladega, AL, Talladega Muni, VOR/DME RWY 3, Amdt 4  
Silver Bay, MN, Silver Bay Muni, NDB or GPS RWY 25, Orig CANCELLED  
Silver Bay, MN, Silver Bay Muni, NDB RWY 25, Orig

Billings, MT, Billings Logan Intl, VOR/DME RNAV or GPS RWY 28R, Amdt 2 CANCELLED

Billings, MT, Billings Logan Intl, VOR/DME RNAV RWY 28R, Amdt 2

Billings, MT, Billings Logan Intl, NDB or GPS RWY 10L, Amdt 19 CANCELLED

Billings, MT, Billings Logan Intl, NDB RWY 10L, Amdt 19

Clinton, NC, Sampson County, NDB or GPS RWY 6, Amdt 5 CANCELLED

Clinton, NC, Sampson County, NDB RWY 6, Amdt 5

Conway, SC, Conway-Horrt County, NDB or GPS RWY 4, Amdt 1 CANCELLED

Conway, SC, Conway-Horrt County, NDB RWY 4, Amdt 1

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## DEPARTMENT OF JUSTICE

### Parole Commission

#### 28 CFR Part 2

#### Paroling, Recommitting, and Supervising Federal Prisoners; Disclosure of Parole Commission Regional Office File

**AGENCY:** Parole Commission, Justice.

**ACTION:** Final rule.

**SUMMARY:** U.S. Parole Commission is amending its regulations on disclosure of Parole Commission files to provide for expedited processing of requests and a multi-track system to comply with the "Electronic Freedom of Information Act Amendments of 1996."

**DATES:** Effective October 1, 1997.

**FOR FURTHER INFORMATION CONTACT:** Pamela A. Posch, Office of General Counsel, U.S. Parole Commission, 5550 Friendship Blvd., Chevy Chase, Maryland 20815, telephone (301) 492-5959.

**SUPPLEMENTARY INFORMATION:** On July 28, 1997, the Parole Commission published proposed rule changes in the **Federal Register** to implement a new law known as the "Electronic Freedom of Information Act Amendments of 1996" (E-FOIA). 62 FR 40316. These proposed rule changes provided for a multi-track system whereby requests for tape recordings, or for two documents or less, would be processed ahead of requests seeking numerous documents from the parole file. Further, the proposed rule provided for expedited processing of Freedom of Information Act (FOIA) requests if the requester demonstrates "compelling need" as defined in the regulation. Specifically, the Commission proposed adopting two categories in which compelling need could be demonstrated.