

provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Note 3: The subject of this AD is addressed in Netherlands airworthiness directive BLA 1997-091(A), dated September 9, 1997.

(e) This amendment becomes effective on October 27, 1997, to all persons except those persons to whom it was made immediately effective by emergency AD 97-19-16, issued on September 12, 1997, which contained the requirements of this amendment.

Issued in Renton, Washington, on October 15, 1997.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-27787 Filed 10-20-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 28968; Amdt. No. 1808]

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 references 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 July 11, 1997.

Thomas E. Stuckey,

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 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, MSL/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * * *Effective August 14, 1997*

Champaign-Urbana, IL, University of Illinois-Willard, VOR RWY 18, Orig
Champaign-Urbana, IL, University of Illinois-Willard, GPS RWY 18, Orig
Champaign-Urbana, IL, University of Illinois-Willard, GPS RWY 36, Orig
Kendallville, IN, Kendallville Muni, VOR or GPS-A, Amdt 6, CANCELLED
Kendallville, IN, Kendallville Muni, VOR/DME-A, Orig
La Porte, IN, La Porte Muni, VOR or GPS-A, Amdt 6
La Porte, IN, La Porte Muni, LOC RWY 2, Orig
La Porte, IN, La Porte Muni, VOR/DME RNAV or GPS RWY 20, Amdt 5
Fort Worth, TX, Fort Worth Alliance, ILS RWY 16L, Amdt 3
Houston, TX, William P. Hobby, VOR/DME RWY 17, Amdt 1

* * * *Effective September 11, 1997*

Burbank, CA, Burbank-Glendale-Pasadena, GPS-A, Orig
Upland, CA, Cable, GPS RWY 6, Orig
Victorville, CA, Southern California International, GPS RWY 17, Orig
Montrose, CO, Montrose Regional, GPS RWY 13, Orig

Montrose, CO, Montrose Regional, GPS RWY 17, Orig

Montrose, CO, Montrose Regional, GPS RWY 35, Orig

Deland, FL, Deland Muni-Sidney H Taylor Field, VOR or GPS RWY 23, Amdt 2

West Palm Beach, FL, Palm Beach Intl, LOC BC RWY 27R, Amdt 12A, CANCELLED

Agana, Guam, Guam International, GPS RWY 6L, Orig

Agana, Guam, Guam International, GPS RWY 24R, Orig

Houlton, ME, Houlton Intl, VOR RWY 5, Amdt 10

Des Moines, IA, Des Moines Intl, RADAR-1, Amdt 17, CANCELLED

Majuro Atoll, Marshall Islands, Marshall Islands Intl, GPS RWY 7, Orig

Majuro Atoll, Marshall Islands, Marshall Islands Intl, GPS RWY 25, Orig

Sand Island, Midway Islands, Midway Atoll-Henderson Field, GPS RWY 6, Orig

Sand Island, Midway Islands, Midway Atoll-Henderson Field, GPS RWY 24, Orig

Minneapolis, MN, Minneapolis-St. Paul Intl/Wold-Chamberlain, NDB or GPS RWY 30L, Amdt 24

Minneapolis, MN, Minneapolis-St. Paul Intl/Wold-Chamberlain, NDB or GPS RWY 30R, Amdt 12

Minneapolis, MN, Minneapolis-St. Paul Intl/Wold-Chamberlain, ILS RWY 4, Amdt 26

Minneapolis, MN, Minneapolis-St. Paul Intl/Wold-Chamberlain, ILS RWY 22, Amdt 5

Minneapolis, MN, Minneapolis-St. Paul Intl/Wold-Chamberlain, ILS RWY 12L, Amdt 4

Minneapolis, MN, Minneapolis-St. Paul Intl/Wold-Chamberlain, ILS RWY 30R, Amdt 8

Minneapolis, MN, Minneapolis-St. Paul Intl/Wold-Chamberlain, ILS RWY 12R, Amdt 6

Minneapolis, MN, Minneapolis-St. Paul Intl/Wold-Chamberlain, ILS RWY 30L, Amdt 42

Rochester, NY, Greater Rochester Intl, RADAR 1, Amdt 14, CANCELLED

Rota Island, North Mariana Islands, Rota Intl, GPS RWY 9, Orig

Rota Island, North Mariana Islands, Rota Intl, GPS RWY 27, Orig

Saipan Island, North Mariana Islands, Saipan Intl, GPS RWY 7, Orig

Saipan Island, North Mariana Islands, Saipan Intl, GPS RWY 25, Orig

Tinian Island, North Mariana Islands, West Tinian, GPS RWY 8, Orig

Tinian Island, North Mariana Islands, West Tinian, GPS RWY 26, Orig

John Day, OR, John Day State, GPS RWY 9, Orig

Babelthuap Island, Palau, Babelthuap/Koror, GPS RWY 9, Orig

Babelthuap Island, Palau, Babelthuap/Koror, GPS RWY 27, Orig

Charleston, SC, Charleston AFB/Intl, VOR/DME or TACAN or GPS RWY 3, Amdt 13

Charleston, SC, Charleston AFB/Intl, VOR/DME or TACAN or GPS RWY 21, Amdt 13

Laurens, SC, Laurens County, GPS RWY 8, Orig

Kosrae Island, States of Micronesia, Kosrae, GPS RWY 5, Orig

Kosrae Island, States of Micronesia, Kosrae, GPS RWY 23, Orig

Pohnpei Island, States of Micronesia, Pohnpei Intl, GPS RWY 9, Orig

Pohnpei Island, States of Micronesia, Pohnpei Intl, GPS RWY 27, Orig

Weno Island, States of Micronesia, Chuuk International, GPS RWY 4, Orig

Weno Island, States of Micronesia, Chuuk International, GPS RWY 22, Orig

Yap Island, States of Micronesia, Yap International, GPS RWY 7, Orig

Yap Island, States of Micronesia, Yap International, GPS RWY 25, Orig

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NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

36 CFR Parts 1228 and 1234

RIN 3095-AA70

Transfer of Electronic Records to the National Archives

AGENCY: National Archives and Records Administration (NARA).

ACTION: Final rule.

SUMMARY: This rule revises NARA regulations relating to the transfer of permanent electronic records to the National Archives of the United States. The rule clarifies the timing of transfers and expands the forms of acceptable transfer media. The rule affects Federal agencies.

DATES: Effective November 20, 1997.

The incorporation by reference of certain publications listed in the rule is approved by the Director of the Federal Register as of November 20, 1997.

FOR FURTHER INFORMATION CONTACT: Thomas E. Brown at 301-713-6630.

SUPPLEMENTARY INFORMATION: NARA published a notice of proposed rulemaking on July 29, 1996 (61 FR 39373) for a 60-day comment period. Comments were received from four agencies.

One agency expressed concern that the regulation does not change the requirement that records be transferred in either ASCII (American National Standard Code for Information Interchange) or EBCDIC (Extended binary-coded decimal interchange code). While the regulation expands the media which NARA will accept, we are unwilling at this time to expand the coding formats for transfer beyond ASCII or EBCDIC. However NARA continues to explore additional formats which will meet our long-term preservation and access needs. To ensure the ability to access the records over time, the archival format is ASCII or EBCDIC. Conversion to these formats is easier while the records are in their creating systems rather than outside of the creating systems after transfer. Therefore, we have not modified the