

§ 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 April 23, 1998*

Bloomington/Normal, IL, Central IL Regl Arpt at Bloomington-Normal, VOR RWY 21, Amdt 17A, Cancelled  
 Bloomington/Normal, IL, Central IL Regl Arpt at Bloomington-Normal, VOR/DME RWY 21, Amdt 2A, Cancelled  
 New Orleans, LA, New Orleans Intl (Moisant Field), VOR/DME RWY 10, Orig  
 New Orleans, LA, New Orleans Intl (Moisant Field), GPS RWY 28, Orig  
 Port Sulphur, LA, Port Sulphur Seaplane Base, VOR/DME-A, Amdt 6, Cancelled  
 Port Sulphur, LA, Port Sulphur Seaplane Base, VOR/DME-B, Amdt 6, Cancelled  
 Churchville, MD, Harford County, VOR/DME-A, Orig  
 Salisbury, MD, Salisbury-Ocean City Wicomico Regional, VOR RWY 14, Amdt 1A, Cancelled  
 Boston, MA, General Edward Lawrence Logan Intl, NDB or GPS RWY 22L, Amdt 11  
 Boston, MA, General Edward Lawrence Logan Intl, ILS RWY 22L, Amdt 6  
 Perham, MN, Perham Muni, GPS RWY 30, Orig  
 Sauk Centre, MN, Sauk Centre Muni, GPS RWY 32, Orig  
 Brookfield, MO, General John J. Pershing Meml, NDB or GPS RWY 35, Amdt 4  
 Brookfield, MO, General John J. Pershing Meml, NDB or GPS-A, Amdt 4  
 Holdrege, NE, Brewster Field, NDB RWY 18, Amdt 7  
 Holdrege, NE, Brewster Field, GPS RWY 36, Orig  
 Hobbs, NM, Lea County/Hobbs, GPS RWY 21, Orig  
 Indiana, PA, Indiana County/Jimmy Stewart Field, GPS RWY 28, Orig  
 Wisconsin Rapids, WI, Alexander Field South Wood County, GPS RWY 20, Orig  
 \* \* \* *Effective June 18, 1998*  
 Anchorage, AK, Anchorage Intl, GPS RWY 14, Amdt 1  
 Tanana, AK, Ralph M Calhoun Meml, GPS RWY 6, Orig  
 Greensboro, GA, Greene County Regional, GPS RWY 6, Orig  
 Greensboro, GA, Greene County Regional, GPS RWY 24, Orig  
 Grenada, MS, Grenada Muni, GPS RWY 4, Orig  
 Grenada, MS, Grenada Muni, GPS RWY 13, Orig  
 Grenada, MS, Grenada Muni, GPS RWY 22, Orig  
 Grenada, MS, Grenada Muni, GPS RWY 31, Orig  
 Tekamah, NE, Tekamah Muni, VOR RWY 32, Amdt 5  
 Tekamah, NE, Tekamah Muni, GPS RWY 32, Orig  
 Oklahoma City, OK, Will Rogers World, GPS RWY 17L, Orig  
 Oklahoma City, OK, Will Rogers World, GPS RWY 17R, Orig  
 Oklahoma City, OK, Will Rogers World, GPS RWY 35L, Orig

Oklahoma City, OK, Will Rogers World, GPS RWY 35R, Orig

**Note:** The following Standard Instrument Approach Procedures (SIAPs) published in TL 98-06 effective April 23, 1998, have been rescinded:

Ravenswood, WV, Jackson County, GPS RWY 4, Orig  
 Ravenswood, WV, Jackson County, GPS RWY 22, Orig

[FR Doc. 98-6394 Filed 3-11-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29160; Amdt. No. 1857]

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), 14 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 a Global Positioning System (GPS) and or Flight Management System (FMS) equipment. In consideration of the above, the applicable SIAP's will be altered to include "or GPS or FMS" in the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS or FMS procedure is developed, the procedure title will be altered to remove "or GPS or FMS" 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 March 6, 1998.

**Tom 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 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, 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 April 23, 1998*

Yuma, AZ, Yuma MCAS/Yuma Intl, VOR/DME RWY 17, Orig Cancelled  
Yuma, AZ, Yuma MCAS/Yuma Intl, VOR/DME or TACAN-1 RWY 17, Amdt 1  
Yuma, AZ, Yuma MCAS/Yuma Intl, VOR/DME RNAV RWY 21R, Amdt 3 Cancelled  
Yuma, AZ, Yuma MCAS/Yuma Intl, VOR/DME RNAV RWY 21R, Amdt 4  
Petaluma, CA, Petaluma Muni, VOR RWY 29, Orig Cancelled  
Moose Lake, MN, Moose Lake Carlton County, NDB or GPS Rwy 4, Amdt 1 Cancelled  
Moose Lake, MN, Moose Lake Carlton County, NDB RWY 4, Amdt 1

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#### DEPARTMENT OF THE TREASURY

##### Customs Service

#### 19 CFR Part 133

[T.D. 98-21]

RIN 1515-AB28

#### Copyright/Trademark/Trade Name Protection; Disclosure of Information

**AGENCY:** Customs Service, Treasury.

**ACTION:** Final rule.

**SUMMARY:** This document amends the Customs Regulations to allow Customs to provide to intellectual property rights (IPR) owners sample merchandise and to disclose to IPR owners certain information regarding the identity of persons involved with importing merchandise that is detained or seized for infringement of the IPR owner's

registered copyright, trademark, or trade name rights. These amendments will assist Customs in making infringement determinations and enable concerned IPR owners to more expeditiously proceed to enforce their property rights by means of instituting appropriate judicial remedies against the parties identified as being involved with infringement of the rights of the IPR owner.

**EFFECTIVE DATE:** April 13, 1998.

**FOR FURTHER INFORMATION CONTACT:** The Intellectual Property Rights Branch, Office of Regulations and Rulings, (202) 927-2330.

**SUPPLEMENTARY INFORMATION:**

#### Background

On August 23, 1993, the Customs Service published a Notice of Proposed Rulemaking in the **Federal Register** (58 FR 44476) regarding the disclosure to intellectual property rights (IPR) owners of sample merchandise and certain identifying information regarding the identity of persons involved with importing merchandise that is either detained or seized for infringing copyright, trademark, or trade name rights. Sixty-five comments were received pursuant to this notice.

Thereafter, the United States, Canada, and Mexico entered into the North American Free-Trade Agreement (NAFTA) and, on December 8, 1994, the President signed the Uruguay Round Agreements Act (URAA) (Pub. L. 103-465, 108 Stat. 4809), both of which contain provisions pertaining to the protection of IPR. The URAA contains the Agreement on Trade-Related Aspects of Intellectual Property Rights (TRIPs) (19 U.S.C. 3511) of the Uruguay Round of the General Agreement on Tariffs and Trade (GATT)—now the World Trade Organization (WTO).

On July 14, 1995, Customs published its analysis of the 65 comments in a revised Notice of Proposed Rulemaking (60 FR 36249). The revised Notice, in addition to making changes in response to the comments received, proposed further regulatory changes to make the regulations consistent with certain provisions of the NAFTA and the URAA and to improve the clarity of the proposed regulations. Accordingly, the Background information contained in the revised Notice regarding these agreements remains applicable and is incorporated here by reference.

The comments received in response to the revised Notice of Proposed Rulemaking published on July 14, 1995, and Customs responses to them are set forth below.