

airway from Tuscaloosa, AL, to Franklin, VA, was inadvertently deleted. This action corrects that error.  
**EFFECTIVE DATE:** December 27, 2000.

**FOR FURTHER INFORMATION CONTACT:**  
 Brenda Brown, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

**SUPPLEMENTARY INFORMATION:** On October 16, 2000, Airspace Docket No. 00-ASW-6, FR Doc. 00-26512, was published revising thirteen Federal airways in the vicinity of Dallas/Fort Worth, TX. In the legal description of V-66, a portion of the airway from Tuscaloosa, AL, to Franklin, VA, was inadvertently deleted. The FAA corrects this action by adding that portion of the legal description that was deleted.

**Correction to Final Rule**

Accordingly, pursuant to the authority delegated to me, the legal description for V-66 as published in the **Federal Register** on October 16, 2000 (65 FR 61088); FR Doc. 00-26512, and incorporated by reference in 14 CFR 71.1, is corrected as follows:

**§ 71.1 [Corrected]**

On page 61088 in the third column, correct the legal description of V-66 to read as follows:

*Paragraph 6010(a)—Domestic VOR Federal Airways*

\* \* \* \* \*

*V-66 [Corrected]*

From Mission Bay, CA; Imperial, CA; 13 miles, 24 miles, 25 MSL; Bard, AZ; 12 miles, 35 MSL; INT Bard 089° and Gila Bend, AZ, 261° radials; 46 miles, 35 MSL; Gila Bend; Tucson, AZ, 7 miles wide (3 miles south and 4 miles north of centerline); Douglas, AZ; INT Douglas 064° and Columbus, NM, 277° radials; Columbus; El Paso, TX; 6 miles wide; INT El Paso 109° and Hudspeth 287° radials; 6 miles wide; Hudspeth; Pecos, TX; Midland, TX; INT Midland 083° and Abilene, TX, 252° radials; Abilene; to Millsap, TX. From Tuscaloosa, AL, Brookwood, AL; LaGrange, GA; INT LaGrange 120° and Columbus, GA, 068° radials; INT Columbus 068° and Athens, GA, 195° radials; Athens; Greenwood, SC; Sandhills, NC; Raleigh-Durham, NC;

Franklin, VA, excluding the airspace above 13,000 feet MSL from the INT of Tucson, AZ, 122° and Cochise, AZ, 257° radials to the INT of Douglas, AZ, 064° and Columbus, NM, 277° radials.

\* \* \* \* \*

Issued in Washington, DC, on December 18, 2000.

**Reginald C. Matthews,**

*Manager, Airspace and Rules Division.*

[FR Doc. 00-32881 Filed 12-26-00; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Parts 121 and 125**

[Docket Nos. 121-271, 121-278, 125-32 & 125-34]

**RIN 2120-AG-88**

**Corrections to Flight Data Recorder Specifications**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects errors introduced into the flight data recorder specifications in two final rules. The FAA intended to add certain information by footnote in the appendices that contain the flight recorder specification charts, but inadvertently caused material to be deleted. This correction reinstates that material.

**DATES:** Effective December 27, 2000.

**FOR FURTHER INFORMATION CONTACT:** Karen Petronis, Senior Attorney for Regulations, AGC-200, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone 202-267-3073.

**SUPPLEMENTARY INFORMATION:** The FAA published final rule amending the flight data recorder specifications for certain Airbus airplanes in the **Federal Register** on August 24, 1999 [64 FR 46117]. The intent of that final rule was to establish different criteria for certain flight data recorder parameters that are recorded by

Airbus airplanes. The changes were introduced as footnotes. The footnote numbers were to appear with the name of the parameter in the "Parameters" columns of 14 CFR part 121 appendix M and part 125 appendix E.

Instead of inserting the footnotes numbers in the column and adding the noted information at the bottom of the chart, the amendatory language that was used resulted in information being deleted from the five remaining columns of the chart for each of the parameters affected by the rule. A similar attempted amendment in August 2000 [65 FR 51745, August 24, 2000] caused the same result.

Accordingly, the FAA is republishing the affected parameter specifications to reinstate them in the appendix M chart. The identical corrections are being made to Part 125 Appendix E, which contains the identical information. The FAA never intended to change any of the information that was effective at the time of the August 1999 final rule, and no intent may be implied by the absence of this information from the printed 2000 CFR. The FAA has no information to suggest that any operator subject to the affected regulations has taken any action based on the unintended deletion of the information. The required specifications are well established and not easily changed in operational flight data recorder system equipment.

Since no rule change was ever intended, there is no economic impact that is attributable to this correction.

Any operator that finds itself adversely affected by reliance on any omission from the 2000 CFR is advised to contract the FAA immediately for resolution of any problems.

Accordingly, the Federal Aviation Administration amends Title 14 of the Code of Federal Regulations parts 121 and 125 as follows:

**Part 121 [Corrected]**

*Appendix M [Corrected]*

1. Correct Appendix M to part 121, by revising item numbers, 1, 7, 9, 12b, 13b, 14a, 15, 16, 17, 19, 20, 21, 23, 24, 37, 42 and 57 to read as follows (**Note:** The footnote text remains unchanged):

Parameters	Range	Accuracy (sensor input)	second per sampling interval	Resolution	Remarks
1. Time or Relative Times Counts. <sup>1</sup>	24 Hrs, 0 to 4095 .....	+/- 0.125% Per Hour	4 .....	1 sec .....	UTC time preferred when available. Count increments each 4 second of system operation.
7. Roll attitude <sup>2</sup> .....	+/- 180° .....	+/- 2° .....	1 or 0.5 for airplanes operated under § 121.344(f).	0.5 .....	A sampling rate of 0.5 is recommended.

Parameters	Range	Accuracy (sensor input)	second per sampling interval	Resolution	Remarks
9. Thrust/Power on Each Engine—primary flight crew reference. <sup>14</sup> .	Full Range Forward ..	+/- 2% .....	1 (per engine) .....	0.2% of full range .....	Sufficient parameters (e.g. EPR, NI or Torque, NP) as appropriate to the particular engine be recorded to determine power in forward and reverse thrust, including potential over-speed condition.
12b. Pitch Control(s) position (fly-by-wire systems). <sup>3</sup> .	Full Range .....	+/- 2° Unless Higher Accuracy Uniquely Required..	0.5 or 0.25 for airplanes operated under § 121.344(f)..	0.2% of full range .....	
13b. Lateral Control position(s) (fly-by-wire). <sup>4</sup> .	Full Range .....	+/- 2° Unless Higher Accuracy Uniquely Required.	0.5 or 0.25 for airplanes operated under § 121.344(f).	0.2% of full range .....	
14a. Yaw Control position(s) (non-fly-by-wire). <sup>5</sup> .	Full Range .....	+/- 2° Unless Higher Accuracy Uniquely Required.	0.5 .....	0.2% of full range .....	For airplanes that have a flight control break away capability that allows either pilot to operate the controls independently, record both control inputs. The control inputs may be sampled alternately once per second to produce the sampling interval of 0.5.
15. Pitch Control Surface(s) Position. <sup>6</sup> .	Full Range .....	+/- ° Unless Higher Accuracy Uniquely Required.	0.5 or 0.25 for airplanes operated under § 121.344(f).	0.2% of full range .....	For airplanes fitted with multiple or split surfaces, a suitable combination of inputs is acceptable in lieu or recording each surface separately. The control surfaces may be sampled alternately to produce the sampling interval of 0.5 or 0.25.
16. Lateral Control Surface(s) Position. <sup>7</sup> .	Full Range .....	+/- 2° Unless Higher Accuracy Uniquely Required.	0.5 or 0.25 for airplanes operated under § 121.344(f).	0.2% of full range .....	A suitable combination of surface position sensors is acceptable in lieu of recording each surface separately. The control surfaces may be sampled alternately to produce the sampling interval of 0.5 or 0.25.
17. Yaw Control Surface(s) Position. <sup>8</sup> .	Full Range .....	+/- 2° Unless Higher Accuracy Uniquely Required.	0.5 .....	0.2% of full range .....	For airplanes with multiple or split surfaces, a suitable combination of surface position sensors is acceptable in lieu of recording each surface separately. The control surfaces may be sampled alternately to produce the sampling interval of 0.5.
19. Pitch Trim Surface Position. <sup>9</sup> .	Full Range .....	+/- 3° Unless Higher Accuracy Uniquely Required.	1 .....	0.3% of full range .....	

Parameters	Range	Accuracy (sensor input)	second per sampling interval	Resolution	Remarks
20. Trailing Edge Flap or Cockpit Control Selection. <sup>10</sup> .	Full Range or Each Position (discrete).	+/- 3° or as Pilot's indicator.	2 .....	0.5% of full range .....	Flap position and cockpit control may each be sampled at 4 second intervals, to give a data point every 2 seconds.
21. Leading Edge Flap or Cockpit Control Selection. <sup>11</sup> .	Full Range or Each Discrete Position.	+/- 3° or as Pilot's indicator and sufficient to determine each discrete position.	2 .....	0.5% of full range .....	Left and right sides, or flap position and cockpit control may each be sampled at 4 second intervals, so as to give a data point every 2 seconds.
23. Ground Spoiler Position or Speed Brake Selection. <sup>12</sup> .	Full Range or Each Position (discrete).	+/- 2° Unless Higher Accuracy Uniquely Required.	1 or 0.5 for airplanes operated under § 121.344(f).	0.2% of full range .....	
24. Outside Air Temperature or Total Air Temperature. <sup>13</sup> .	-50°C to +90°C .....	+/- 2°C .....	2 .....	0.3°C .....	
37. Drift Angle. <sup>15</sup> .....	As installed .....	As installed .....	4 .....	0.1° .....	
42. Throttle/power Lever position. <sup>16</sup> .	Full Range .....	+/- 2% .....	1 for each lever .....	2% of full range .....	For airplanes with non-mechanically linked cockpit engine controls.
57. Thrust command. <sup>17</sup> .	Full Range .....	+/- 2% .....	2 .....	2% of full range.	

**Part 121 [Corrected]**

14a, 15, 16, 17, 19, 20, 21, 23, 24, 37, 42 and 57 to read as follows (**Note:** The footnote text remains unchanged):

**Appendix E [Corrected]**

2. Correct appendix E to part 125, by revising item numbers 1, 7, 9, 12b, 13b,

Parameters	Range	Accuracy (sensor input)	Seconds per sampling interval	Resolution	Remarks
1. Time or Relative Times Counts. <sup>1</sup> .	24 Hrs, 0 to 4095 .....	+/- 0.125% Per Hour	4 .....	1 sec .....	UTC time preferred when available. Count increments each 4 seconds of system operation.
7. Roll Attitude <sup>2</sup> .....	+/- 180° .....	+/- 2° .....	1 or 0.5 for airplanes operated under § 121.344(f).	0.5° .....	A sampling rate of 0.5 is recommended.
9. Thrust/Power on Each Engine-primary flight crew reference. <sup>14</sup> .	Full Range Forward.	+/- 2% .....	1 (per engine) .....	0.2% of full range .....	Sufficient parameters (e.g. EPR, N1 or Torque, NP) as appropriate to the particular engine be recorded to determine power in forward and reverse thrust, including potential over-speed condition.
12b. Pitch Control(s) position (fly-by-wire systems). <sup>3</sup> .	Full Range .....	+/- 2° Unless Higher Accuracy Uniquely Required.	0.5 or 0.25 for airplanes operated under § 121.344(f).	0.2% of full range .....	
13b. Lateral Control position(s) (fly-by-wire). <sup>4</sup> .	Full Range .....	+/- 2° Unless Higher Accuracy Uniquely Required.	0.5 or 0.25 for airplanes operated under § 121.344(f).	0.2% of full range .....	

Parameters	Range	Accuracy (sensor input)	Seconds per sampling interval	Resolution	Remarks
14a. Yaw Control position(s) (non-fly-by-wire). <sup>5</sup> .	Full Range .....	+/- 2° Unless Higher Accuracy Uniquely Required.	0.5 .....	0.2% of full range .....	For airplanes that have a flight control break away capability that allows either pilot to operate the controls independently, record both control inputs. The control inputs may be sampled alternately once per second to produce the sampling interval of 0.5.
15. Pitch Control Surface(s) Position. <sup>6</sup> .	Full Range .....	+/- 2° Unless Higher Accuracy Uniquely Required.	0.5 or 0.25 for airplanes operated under § 121.344(f).	0.2% of full range .....	For airplanes fitted with multiple or split surfaces, a suitable combination of inputs is acceptable in lieu of recording each surface separately. The control surfaces may be sampled alternately to produce the sampling interval of 0.5 or 0.25.
16. Lateral Control Surface(s) Position. <sup>7</sup> .	Full Range .....	+/- 2° Unless Higher Accuracy Uniquely Required.	0.5 or 0.25 for airplanes operated under § 121.344(f).	0.2% of full range .....	A suitable combination of surface position sensors is acceptable in lieu of recording each surface separately. The control surfaces may be sampled alternately to produce the sampling interval of 0.5 or 0.25.
17. Yaw Control Surface(s) Position. <sup>8</sup> .	Full Range .....	+/- 2° Unless Higher Accuracy Uniquely Required.	0.5 .....	0.2% of full range .....	For airplanes with multiple or split surfaces, a suitable combination of surface position sensors is acceptable in lieu of recording each surface separately. The control surfaces may be sampled alternately to produce the sampling interval of 0.5.
19. Pitch Trim Surface Position. <sup>9</sup> .	Full Range .....	+/- 3° Unless Higher Accuracy Uniquely Required.	1 .....	0.3% of full range .....	
20. Trailing Edge Flap or Cockpit Control Selection. <sup>10</sup> .	Full Range or Each Position (discrete).	+/- 3° or as Pilot's indicator.	2 .....	0.5% of full range .....	Flap position and cockpit control may each be sampled at 4 second intervals, to give a data point every 2 seconds.
21. Leading Edge Flap or Cockpit Control Selection. <sup>11</sup> .	Full Range or Each Discrete Position.	+/- 3° or as Pilot's indicator and sufficient to determine each discrete position.	2 .....	0.5% of full range .....	Left and right sides, or flap position and cockpit control may each be sampled at 4 second intervals, so as to give a data point every 2 seconds.
23. Ground Spoiler Position or Speed Brake Selection. <sup>12</sup> .	Full Range or Each Position (discrete).	+/- 2° Unless Higher Accuracy Uniquely Required.	1 or 0.5 for airplanes operated under § 121.344(f).	0.2% of full range .....	

Parameters	Range	Accuracy (sensor input)	Seconds per sampling interval	Resolution	Remarks
24. Outside Air Temperature or Total Air Temperature. <sup>13</sup>	-50°C to +90°C .....	+/- 2°C .....	2 .....	0.3°C. ....	For airplanes with non-mechanically linked cockpit engine controls.
37. Drift Angle. <sup>15</sup> .....	As installed .....	As installed .....	4 .....	0.1%. ....	
42. Throttle/power lever position. <sup>16</sup>	Full Range .....	+/- 2% .....	1 for each lever .....	2% of full range .....	
57. Thrust command. <sup>17</sup>	Full Range .....	+/- 2% .....	2 .....	2% of full range .....	

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**Donald P. Byrne,**  
*Assistant Chief Counsel for Regulations.*  
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**SECURITIES AND EXCHANGE COMMISSION**

**17 CFR Parts 275 and 279**

**[Release No. IA-1916; 34-43758; File No. S7-10-00]**

**RIN 3235-A104**

**Electronic Filing by Investment Advisers; Amendments to Form ADV; Technical Amendments**

**AGENCY:** Securities and Exchange Commission.

**ACTION:** Technical amendments to final regulations.

**SUMMARY:** The Commission is making technical revisions to Forms ADV, ADV-W, ADV-H ADV-NR and related rules under the Investment Advisers Act of 1940 ("Advisers Act"). These revisions are administrative corrections to amendments adopted by the Commission in Electronic Filing by Investment Advisers; Amendments to Form ADV, Investment Advisers Act Release No. 1897 (Sept. 12, 2000) [65 FR 57438 (Sept. 22, 2000)].

**EFFECTIVE DATE:** The rule and form corrections will become effective on January 1, 2001.

**FOR FURTHER INFORMATION CONTACT:** Jennifer B. McHugh, Special Counsel, at (202) 942-0691, Office of Investment Adviser Regulation, Division of Investment Management, Securities and Exchange Commission, 450 Fifth Street, NW, Washington, DC 20549-0506.

**I. Supplementary Information**

We recently adopted new rules and rule amendments under the Advisers Act to require that investment advisers make filings electronically through the

Investment Adviser Registration Depository (IARD).<sup>1</sup> We also amended Forms ADV and ADV-W to prepare them for electronic filing. At the same time, we adopted Form ADV-H, an application for a hardship exemption from electronic filing, and Form ADV-NR, an appointment of agent for service of process by non-resident general partners and managing agents of investment advisers.

Following adoption of the amendments, we conducted an IARD Pilot Program to test the operation of the new filing system prior to the January 1, 2001 transition to electronic filing. The Pilot Program ran from October 17, 2000 through November 9, 2000. Approximately 100 SEC-registered advisers participated in the Pilot Program.

During the Pilot Program, the Commission staff held weekly conference calls with Pilot filers and operated a telephone hotline to answer Pilot filers' questions. The Pilot filers' feedback raised certain administrative issues regarding our new investment adviser rules and forms. We therefore are making minor technical amendments to the rules and forms to address these administrative issues. The technical amendments, which are outlined in detail below, generally (i) clarify filing instructions in the rules and forms, (ii) provide notice to filers of administrative law requirements, and (iii) eliminate minor internal inconsistencies within these forms.

**II. Certain Findings Under The Administrative Procedure Act**

Under the Administrative Procedure Act ("APA"), notice of proposed rulemaking is not required when an agency for good cause finds "that notice and public procedure thereon are impracticable, unnecessary, or contrary to the public interest."<sup>2</sup> Because the

<sup>1</sup> Electronic Filing by Investment Advisers; Amendments to Form ADV, Investment Advisers Act Release No. 1897 (Sept. 12, 2000)[65 FR 57438 (Sept. 22, 2000)]. The IARD is an Internet-based system for investment adviser registration.

<sup>2</sup> 5 U.S.C. 553(b)

amendments adopted today only clarify instructions, provide additional notices to filers and eliminate administrative inconsistencies in the forms, the Commission believes they are the sort of minor rule amendments about which the public is not particularly interested. Consequently, the Commission finds that publishing these amendments for comment is unnecessary.

The effective date for the technical amendments is January 1, 2001. Under the APA, we may establish an effective date less than 30 days after the publication of the amendments if we find good cause to do so.<sup>3</sup> We have required that advisers begin using revised forms on January 1, 2001. On that date, advisers will begin transitioning to electronic filing through IARD. We believe the rules and forms should be corrected as of the date advisers begin using them. Because the amendments are technical and do not have a significant substantive impact, we have determined that the need for an administratively efficient transition to electronic filing through IARD outweighs any possible disadvantage to investment advisers from having these amendments become effective with less than 30 days' notice. Therefore, we find that there is good cause for these technical amendments to become effective on January 1, 2001.

**III. Correction of Publication**

**PART 275—[CORRECTED]**

Accordingly, the publication on September 22, 2000 of the final regulations (IA-1897), which were the subject of FR Doc. 00-23888, is corrected as follows:

**§ 275.203-1 [Corrected]**

1. On page 57448, in the third column, in § 275.203-1, in the Note to Paragraph (b)(2), in the twelfth and thirteenth lines, the phrase "If you are a State-registered adviser," is removed.

<sup>3</sup> 5 U.S.C. 553(d)(3).