

Standard for Terminal Instrument Procedures (TERPS). In developing these chart changes to SIAPs by FDC/P NOTAMs, the TERPS criteria were applied to only these specific conditions existing at the affected airports. All SIAP amendments in this rule 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 all these SIAP amendments requires making them effective in less than 30 days.

Further, the SIAPs contained in this amendment are based on the criteria contained in the TERPS. 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 these SIAPs effective in less than 30 days.

**Conclusion**

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 October 26, 2001.

**Nicholas A. Sabatini,**  
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. 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:

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/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 No.	Subject
10/09/01	AR	Hot Springs	Memorial Field	1/1082	VOR RWY 5, Amdt 16.
10/09/01	TX	Temple	Temple/Draughon-Miller Central Texas Regional.	1/1101	LOC/DME BC RWY 33, Amdt 3.
10/11/01	GA	Thompson	Thompson-McDuffie County	1/1182	NDB RWY 10, Orig.
10/11/01	GA	Thompson	Thompson-McDuffie County	1/1183	ILS RWY 10, Orig.
10/17/01	FL	Punta Gorda	Charlotte County	1/1358	GPS RWY 3, Orig.
10/17/01	MI	Bellaire	Antrim County	1/1375	GPS RWY 3, Orig-B.
10/17/01	FL	Naples	Naples Muni	1/1382	VOR RWY 23, Amdt 6B.
10/17/01	MI	Gaylord	Ostego County	1/1383	VOR or GPS RWY 9, Amdt 1.
10/17/01	MI	Gaylord	Ostego County	1/1384	NDB RWY 9, Amdt 12.
10/17/01	MI	Gaylord	Ostego County	1/1385	ILS RWY 9, Orig.
10/17/01	MI	Gaylord	Ostego County	1/1386	VOR or GPS RWY 27, Amdt 1.
10/18/01	MI	Kalamazoo	Kalamazoo/Battle Creek Intl	1/1415	VOR RWY 5, Orig.
10/18/01	AK	Cold Bay	Cold Bay	1/1419	ILS RWY 14, Amdt 16A.
10/18/01	MI	Bellaire	Antrim County	1/1421	VOR RWY 2, Amdt 2.
10/18/01	MI	Bellaire	Antrim County	1/1423	NDB RWY 2, Amdt 2A.
10/22/01	AK	Barrow	Wiley Post-Will Rogers Memorial	1/1487	LOC/DME BC RWY 24, Amdt 3.
10/23/01	MS	Natchez	Hardy-Anders Field, Natchez-Adams County.	1/1547	NDB or GPS RWY 18, Amdt 4B.
10/23/01	FL	Fort Myers	Page Field	1/1552	RADAR-1, Amdt 3.
10/23/01	FL	Fort Myers	Page Field	1/1553	GPS RWY 31, Orig.

<sup>1</sup> 1/1419 replaces 1/8899.

[FR Doc. 01-27573 Filed 11-1-01; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 30276 Amdt. No. 2076]

**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 regulator actions are needed because of the adoption of new or revised criteria, or because of change 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:** Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK 73125) telephone: (405) 954-4164.

**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 (NFDC) 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 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.

**Conclusion**

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**

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Issued in Washington, DC, on October 26, 2001.

**Nicholas A. Sabatini,**  
*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, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

\* \* \* *Effective November 1, 2001*

Palatka, FL, Kay Larkin, NDB OR GPS RWY 9, Amdt 2  
Everett, WA, Snohomish County (Paine Field), ILS RWY 16R, Amdt 19

\* \* \* *Effective November 29, 2001*

Memphis, TN, Memphis, NDB RWY 9, Amdt 27

Provo, UT, Provo Muni, ILS RWY 13, Orig-A, CANCELLED

Provo, UT, Provo Muni, ILS Z RWY 13, Orig, CANCELLED

Provo, UT, Provo Muni, ILS RWY 13, Orig

\* \* \* *Effective December 27, 2001*

Iliamna, AK, Iliamna, NDB RWY 35, Amdt 1

Iliamna, AK, Iliamna, RNAV (GPS) RWY 7, Orig  
 Iliamna, AK, Iliamna, RNAV (GPS) RWY 17, Orig  
 Iliamna, AK, Iliamna, RNAV (GPS) RWY 25, Orig  
 Iliamna, AK, Iliamna, RNAV (GPS) RWY 35, Orig  
 Fayetteville/Springdale/Rogers, AR, Northwest Arkansas Regional, GPS RWY 16, Orig, CANCELLED  
 Fayetteville/Springdale/Rogers, AR, Northwest Arkansas Regional, GPS RWY 34, Amdt 1, CANCELLED  
 Fayetteville/Springdale/Rogers, AR, Northwest Arkansas Regional, RNAV (GPS) RWY 16, Orig  
 Fayetteville/Springdale/Rogers, AR, Northwest Arkansas Regional, RNAV (GPS) RWY 34, Orig  
 Santa Ana, CA, John Wayne Orange County, RNAV (GPS) RWY 1L, Orig  
 Santa Ana, CA, John Wayne Orange County, RNAV (GPS) RWY 19L, Orig  
 Kahului, HI, Kahului, RNAV (GPS) RWY 2, Orig  
 Algona, IA, Algona Muni, GPS RWY 30, Orig, CANCELLED  
 Algona, IA, Algona Muni, RNAV (GPS) RWY 30, Orig  
 Boone, IA, Boone Muni, RNAV (GPS) RWY 15, Orig  
 Boone, IA, Boone Muni, RNAV (GPS) RWY 33, Orig  
 Boone, IA, Boone Muni, GPS RWY 15, Amdt 1A CANCELLED  
 Boone, IA, Boone Muni, GPS RWY 33, Orig-A CANCELLED  
 Council Bluffs, IA, Council Bluffs Muni, RNAV (GPS) RWY 13, Orig  
 Council Bluffs, IA, Council Bluffs Muni, RNAV (GPS) RWY 31, Orig  
 Council Bluffs, IA, Council Bluffs Muni, GPS RWY 31, Orig CANCELLED  
 Monticello, IA, Monticello Regional, RNAV (GPS) RWY 15, Orig  
 Monticello, IA, Monticello Regional, RNAV (GPS) RWY 33, Orig  
 Monticello, IA, Monticello Regional, NDB-A Amdt 4  
 Monticello, IA, Monticello Regional, VOR/DME RNAV OR GPS RWY 31, Amdt 1B, CANCELLED  
 Pella, IA, Pella Muni, GPS RWY 16, Amdt 1, CANCELLED  
 Pella, IA, Pella Muni, RNAV Z RWY 16, Orig  
 Pella, IA, Pella Muni, RNAV Z RWY 34, Orig  
 Chicago, IL, Chicago Midway, RNAV (GPS) RWY 4R, Orig  
 Grand Rapids, MI, Gerald R. Ford Intl, RNAV (GPS) RWY 8L, Orig  
 Grand Rapids, MI, Gerald R. Ford Intl, RNAV (GPS) RWY 17, Orig  
 Grand Rapids, MI, Gerald R. Ford Intl, RNAV (GPS) RWY 26R, Orig  
 Grand Rapids, MI, Gerald R. Ford Intl, RNAV (GPS) RWY 35, Orig  
 Great Falls, MT, Great Falls Intl, RNAV (GPS) RWY 3, Orig  
 Great Falls, MT, Great Falls Intl, GPS RWY 3, Orig, CANCELLED  
 Albuquerque, NM, Albuquerque Intl Sunport, RNAV (GPS) RWY 3, Orig  
 Albuquerque, NM, Albuquerque Intl Sunport, RNAV (GPS) RWY 17, Orig  
 Albuquerque, NM, Albuquerque Intl Sunport, RNAV (GPS) RWY 35, Orig

Asheville, NC, Asheville Regional, RNAV (GPS) RWY 16, Orig  
 Asheville, NC, Asheville Regional, RNAV (GPS) RWY 34, Orig  
 Monroe, NC, Monroe, RNAV (GPS) RWY 5, Orig  
 Wilmington, NC, Wilmington Intl, NDB RWY 35, Amdt 17  
 St. George, UT, St. George Muni, VOR/DME RWY 34, Amdt 3  
 Salt Lake City, UT, Salt Lake City Muni 2, RNAV (GPS) RWY 34, Orig  
 Emporia, VA, Emporia-Greenville Regional, RNAV (GPS) RWY 33, Orig  
 Antigo, WI, Langlade County, NDB RWY 16, Amdt 5  
 Antigo, WI, Langlade County, RNAV (GPS) RWY 16, Orig  
 Antigo, WI, Langlade County, RNAV (GPS) RWY 34, Orig

[FR Doc. 01-27572 Filed 11-1-01; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Parts 151, 155, 157, and 158

#### 46 CFR Part 172

[USCG-2000-7641]

RIN 2115-AF56

### Pollution Prevention for Oceangoing Ships and Certain Vessels in Domestic Service

**AGENCY:** Coast Guard, DOT.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard amends regulations for pollution prevention from ships to align domestic requirements with international maritime pollution standards. This rule changes regulations concerning: oily-water separators, operational discharges of oil, damage and intact stability of tank vessels, period of validity for an International Oil Pollution Prevention Certificate, and garbage recordkeeping requirements. To provide consistency with industry standards and clarify U.S. oil regulations, we are also amending oily mixture discharge shore connection requirements for certain vessels and redefining certain terms dealing with oil.

**DATES:** This final rule is effective December 3, 2001.

**ADDRESSES:** Comments and materials received from the public, as well as documents mentioned in this preamble as being available in the docket, are part of docket USCG-2000-7641 and are available for inspection or copying at the Docket Management Facility, U.S. Department of Transportation, room PL-

401, 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also find this docket at <http://dms.dot.gov/>.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this rule, call Bob Gauvin, Vessel and Facility Operating Standards Division, Coast Guard, 202-267-1053. If you have questions on viewing the docket, call Dorothy Beard, Chief, Dockets, Department of Transportation, at 202-366-5149.

#### SUPPLEMENTARY INFORMATION:

#### Regulatory History

On August 8, 2000, we published a notice of proposed rulemaking (NPRM) entitled "Pollution Prevention for Oceangoing Ships and Certain Vessels in Domestic Service" in the **Federal Register** (65 FR 48548). We received 6 letters commenting on the proposed rule. No public hearing was requested, and none was held.

#### Background and Purpose

This rule amends U.S. regulations for pollution prevention from oceangoing ships and certain vessels in domestic service. These amendments were adopted by the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) during several sessions. MEPC adopted amendments to Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78) during its 32nd session (MEPC 32, March 6, 1992) and 40th session (MEPC 40, September 25, 1997). The MEPC also adopted amendments to Annex V of MARPOL, in its 37th session (MEPC 37, September 14, 1995). This rule will allow certain vessels in domestic service to use quick-connect fittings rather than international-type shore connections. We are also redefining certain terms dealing with oil in the domestic regulations for clarity.

By aligning the domestic regulations with international standards, compliant U.S. ships would encounter fewer difficulties while engaged in international trade. Under 33 U.S.C. 1902, the Coast Guard is authorized to prescribe or amend regulations necessary to implement any changes to the standards of MARPOL 73/78.

The following amendments, as provided in the NPRM, are listed below for your understanding and convenience. They have not been changed in the final rule.

*Equivalent shore connections for the discharge of oily mixtures.* The