

FDC Date	State	City	Airport	FDC Number	Subject
10/29/01	KS	Hays	Hays Regional	1/1731	VOR/DME Rwy 16, Amdt 3C
10/29/01	KS	Hays	Hays Regional	1/1733	GPS Rwy 16, Orig-B
10/29/01	KS	Hays	Hays Regional	1/1734	VOR/DME Rwy 34, Amdt 2C
10/29/01	KS	Hays	Hays Regional	1/1735	ILS Rwy 34, Orig
11/01/01	TX	Houston	West Houston	1/1830	VOR-D Orig
11/01/01	TX	La Porte	La Porte Muni	1/1899	RNAV (Gps) Rwy 30, Orig
11/01/01	TX	La Porte	La Porte Muni	1/1908	NDB Rwy 30, Amdt 2
11/01/01	TX	Houston	Clover Field	1/1909	RNAV (GPS) Rwy 32L, Orig
11/20/01	KY	Covington	Cincinnati/Northe Rn Kentucky Intl	1/2589	ILS Rwy 36R (Cat I, II, III), Amdt 5
11/20/01	NC	Elizabeth City	Elizabeth City Coast Guard Air Station/Regional.	1/2592	NDB Rwy 10, Orig-B
11/20/01	NE	Hastings	Hastings Muni	1/2595	VOR OR GPS Rwy 4, Amdt 5A
11/23/01	CA	Sacramento	Sacramento Intl	1/2648	NDB Rwy 16R, Amdt 10A
11/23/01	CA	Sacramento	Sacramento Intl	1/2649	ILS Rwy 16R (Cat I, Cat II, Cat III), Amdt 13A
11/26/01	FL	Miami	Miami Intl	1/2676	RNAV(GPS) Rwy 12, Orig
11/26/01	FL	Miami	Miami Intl	1/2677	RNAV(GPS) Rwy 27R, Orig
11/26/01	FL	Miami	Miami Intl	1/2683	RNAV(GPS) Rwy 30, Orig
11/27/01	CA	Sacramento	Sacramento Intl	1/2701	ILS Rwy 16L, Orig-A
11/27/01	CA	Sacramento	Sacramento Intl	1/2702	ILS Rwy 34L, Amdt 5A
11/27/01	NE	Columbus	Columbus Muni	1/2708	GPS Rwy 14 Orig
11/29/01	MI	Clare	Clare Muni	1/2780	VOR or GPS-A, Amdt 1A
12/03/01	NY	Plattsburgh	Plattsburgh Intl	1/2879	ILS Rwy 17, Orig
12/03/01	NY	New York	La Guardia	1/2881	ILS Rwy 22, Amdt 18A
12/03/01	NY	New York	La Guardia	1/2883	NDB or GPS Rwy 22, Amdt 12A
12/03/01	IN	Muncie	Delaware County Johnson Field	1/2898	ILS Rwy 32, Amdt 9

[FR Doc. 01-30753 Filed 12-11-01; 8:45 am]
 BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30283; Amdt. No. 2082]

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 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, 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, 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

Air Traffic Control, Airports, Navigation (Air).

Issued in Washington, DC on December 7, 2001.

James J. Ballough,

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 December 27, 2001*

Marina, CA, Marina Muni, VOR RWY 11, Orig
Marina, CA, Marina Muni, VOR RWY 29, Orig
Marina, CA, Marina Muni, RNAV (GPS) RWY 11, Orig
Marina, CA, Marina Muni, RNAV (GPS) RWY 29, Orig
San Francisco, CA, San Francisco Intl, RNAV (GPS) RWY 10L, Orig
San Francisco, CA, San Francisco Intl, RNAV (GPS) RWY 28R, Orig
Blackfoot, ID, McCarley Field, VOR/DME RWY 1, Orig
Blackfoot, ID, McCarley Field, RNAV (GPS) RWY 1, Orig
Blackfoot, ID, McCarley Field, RNAV (GPS) RWY 19, Orig
Blackfoot, ID, McCarley Field, VOR/DME RWY 19, Orig
Memphis, TN, Memphis Intl, LOC RWY 18, Orig
Memphis, TN, Memphis Intl, ILS RWY 35, Orig
Kemmerer, WY, Kemmerer Muni, RNAV (GPS) RWY 34, Orig
Kemmerer, WY, Kemmerer Muni, RNAV (GPS) RWY 16, Orig

* * * *Effective February 21, 2002*

Fort Lauderdale, FL, Fort Lauderdale-Hollywood Intl, ILS RWY 9L, Amdt 19
Fort Lauderdale, FL, Fort Lauderdale-Hollywood Intl, RNAV (GPS) RWY 13, Orig
Fort Lauderdale, FL, Fort Lauderdale-Hollywood Intl, RNAV (GPS) RWY 31, Orig
Fort Lauderdale, FL, Fort Lauderdale-Hollywood Intl, RNAV (GPS) RWY 9L, Orig
Fort Lauderdale, FL, Fort Lauderdale-Hollywood Intl, RNAV (GPS) RWY 9R, Orig
Waterloo, IA, Waterloo Muni, RNAV (GPS) RWY 6, Orig

Waterloo, IA, Waterloo Muni, RNAV (GPS) RWY 18, Orig
Waterloo, IA, Waterloo Muni, RNAV (GPS) RWY 24, Orig
Waterloo, IA, Waterloo Muni, RNAV (GPS) RWY 36, Orig
Waterloo, IA, Waterloo Muni, VOR RWY 6, Amdt 3
Waterloo, IA, Waterloo Muni, GPS RWY 6, Orig CANCELLED
Fergus Fall, MN, Fergus Falls Muni-Einar Mickelson Field, VOR OR GPS RWY 13, Orig-A
Fergus Fall, MN, Fergus Falls Muni-Einar Mickelson Field, NDB OR GPS RWY 31, Amdt 1A
Marshall, MN, Marshall Muni-Ryan Field, VOR/DME RWY 30, Amdt 2A
Marshall, MN, Marshall Muni-Ryan Field, GPS RWY 30, Orig-A
Newark, NJ, Newark Intl, NDB RWY 4R, Amdt 7
Newark, NJ, Newark Intl, NDB RWY 4L, Amdt 11
Newark, NJ, Newark Intl, ILS RWY 4R, Amdt 12
Newark, NJ, Newark Intl, ILS RWY 4L, Amdt 13
Newark, NJ, Newark Intl, ILS RWY 22L, Amdt 11
Newark, NJ, Newark Intl, RNAV (GPS) RWY 4R, Orig
Newark, NJ, Newark Intl, RNAV (GPS) RWY 4L, Orig
Newark, NJ, Newark Intl, RNAV (GPS) RWY 22R, Orig
Angel Fire, NM, Angel Fire, RNAV (GPS) RWY 17, Orig
Medford, OR, Rogue Valley International-Medford, VOR/DME RWY 14, Amdt 5
Note: The FAA published the following procedure in Docket No. 30279; Amdt No. 2078 to Part 97 of the Federal Aviation Regulations (Vol. 66, FR No. 223, Page 57862; dated Monday, November 19, 2001) under section 97.23 effective December 27, 2001 which is hereby rescinded:
Angel Fire, NM, Angel Fire, RNAV (GPS) RWY 17, Orig
[FR Doc. 01-30752 Filed 12-11-01; 8:45 am]
BILLING CODE 4910-13-M

FEDERAL TRADE COMMISSION

16 CFR Parts 3 and 4

Rules of Practice

AGENCY: Federal Trade Commission (FTC).

ACTION: Final rules.

SUMMARY: The Commission is updating and making other technical corrections and changes to Parts 3 and 4 of its regulations on Organization, Procedures and Rules of Practice.

EFFECTIVE DATE: These rule amendments will be effective on December 12, 2001.

FOR FURTHER INFORMATION CONTACT: Marianne Watts, Office of General Counsel, FTC, 600 Pennsylvania