

FDC date	State	City	Airport	FDC No.	SIAP
12/22/98	PA	BRADFORD	BRADFORD REGIONAL	8/8968	VOR/DME OR GPS RWY 14 AMDT 8.
12/22/98	PA	DU BOISE	DU BOSI-JEFFERSON COUNTY	8/8965	ILS RWY 25 AMDT 7.
12/22/98	PA	PHILADELPHIA	PHILADELPHIA INTL	8/8963	ILS RWY 17 AMDT 5.
12/22/98	PA	PHILADELPHIA	PHILADELPHIA INTL	8/8964	CONVERGING ILS RWY 17 AMDT 2.
12/22/98	TN	MEMPHIS	MEMPHIS INTL	8/8985	ILS RWY 36R (CAT I, II, III) AMDT 1.
12/22/98	TX	AUSTIN	ROBERT MUELLER MUNI	8/8975	GPS RWY 31L, ORIG.
12/22/98	WI	OSHKOSH	WITTMAN REGIONAL	8/8980	VOR RWY 36, AMDT 16A.
12/22/98	WI	OSHKOSH	WITTMAN REGIONAL	8/8981	ILS RWY 36, AMDT 6A.
12/22/98	WI	OSHKOSH	WITTMAN REGIONAL	8/8982	NDB OR GPS RWY 36, AMDT 5A.
12/23/98	FL	BOCA RATON	BOCA RATON	8/9006	VOR/DME OR GPS-A ORIG.
12/23/98	FL	BOCA RATON	BOCA RATON	8/9007	GPS RWY 5 ORIG .
12/24/98	AK	ANCHORAGE	ANCHORAGE INTL	8/9004	GPS RWY 14, AMDT 1.
12/24/98	AK	ANCHORAGE	ANCHORAGE INTL	8/9005	ILS RWY 14, AMDT 1.
12/24/98	TX	FOLLETT	FOLLETT-LIPSCOMB COUNTY	8/8997	VOR/DME OR GPS-A, AMDT 2.
12/28/98	IA	SPENCER	SPENCER MUNI	8/9077	VOR OR GPS RWY 30, ADMT 2.
12/28/98	VA	STAUNTON-WAY- NESBORO-HARRI- SONBURG.	SHENANDOAH VALLEY REGIONAL ..	8/9049	NDB OR GPS RWY 5 AMDT 9.
12/28/98	VA	STAUNTON-WAY- NESBORO-HARRI- SONBURG.	SHENANDOAH VALLEY REGIONAL ..	8/9050	ILS RWY 5 AMDT 8.
12/29/98	IA	DENISON	DENISON MUNI	8/9084	NDB OR GPS RWY 30, AMDT 4.
12/29/98	IA	SPENCER	SPENCER MUNI	8/9078	NDB RWY 30, AMDT 8.
12/29/98	IA	SPENCER	SPENCER MUNI	8/9081	VOR OR GPS RWY 12, AMDT 2.
12/29/98	IA	SPENCER	SPENCER MUNI	8/9082	NDB RWY 12, AMDT 1.
12/29/98	IA	SPENCER	SPENCER MUNI	8/9083	ILS RWY 12, AMDT 1
12/29/98	IA	WASHINGTON	WASHINGTON MUNI	8/9067	VOR/DME RWY 36, ORIG.
12/29/98	IA	WASHINGTON	WASHINGTON MUNI	8/9068	NDB RWY 31, AMDT 1.
12/29/98	IA	WASHINGTON	WASHINGTON MUNI	8/9069	VOR/DME RNAV OR GPS RWY 31, AMDT 4A.
12/29/98	NE	YORK	YORK MUNI	8/9079	NDB RWY 35, AMDT 3.
12/30/98	IA	CLARINDA	SCHENCK FIELD	8/9134	NDB OR GPS-A, AMDT 4.
12/30/98	IA	CRESTON	CRESTON MUNI	8/9135	NDB OR GPS RWY 34, AMDT 1.
12/30/98	NE	GOTHENBURG	QUINN FIELD	8/9111	NDB OR GPS RWY 32, AMDT 1A.
12/30/98	NY	JAMESTOWN	CHAUTAUQUA COUNTY/JAMES- TOWN.	8/9101	ILS RWY 25 AMDT 5A.
12/30/98	NY	NEW YORK	JOHN F. KENNEDY INTL	8/9102	ILS RWY 13L (CAT I AND II) AMDT 14B.
12/30/98	NY	ROCHESTER	GREATER ROCHESTER INTL	8/9099	ILS RWY 28 AMDT 27.
12/30/98	NY	ROCHESTER	GREATER ROCHESTER INTL	8/9100	NDR OR GPS RWY 28 AMDT 20.
12/30/98	OK	TULSA	TULSA INTL	8/9136	ILS RWY 36R, AMDT 28B.

[FR Doc. 99-1104 Filed 1-15-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 97**

[Docket No. 29437; Amdt. No. 1909]

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 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 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 January 8, 1999.

Richard O. Gordon,

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, and 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 25 February 1999*

St Louis, MO, Spirit of St Louis, VOR OR GPS RWY 8R, Amdt 7A, CANCELLED
St Louis, MO, Spirit of St Louis, VOR RWY 26L, Amdt 5, CANCELLED

* * * *Effective 25 March 1999*

Homer, AK, Homer, LOC/DME RWY 3, Amdt 9
Homer, AK, Homer, LOC/DME BC RWY 21, Amdt 4
Homer, AK, Homer, NDB-A, Orig
Homer, AK, Homer, NDB OR GPS RWY 3, Amdt 2B, CANCELLED
Homer, AK, Homer, GPS RWY 3, Orig
Kenai, AK, Kenai Muni, ILS RWY 19R, Amdt 6A, CANCELLED
Kenai, AK, Kenai Muni, ILS/DME RWY 19R, Orig
Windsor Locks, CT, Bradley Intl, ILS RWY 24, Amdt 9
Chicago/Romeoville, IL, Lewis University, LOC/DME RWY 9, Orig
Burlington, KS, Coffey County, NDB RWY 36, Amdt 2
Burlington, KS, Coffey County, GPW RWY 18, Orig
Burlington, KS, Coffey County, GPS RWY 36, Orig
Bolivar, MO, Bolivar Municipal, VOR/DME RWY 36, Orig
Bolivar, MO, Bolivar Municipal, GPS RWY 18, Orig
Bolivar, MO, Bolivar Municipal, GPS RWY 36, Orig
Kansas City, MO, Kansas City Intl, ILS RWY 27, Orig
Trenton, MO, Trenton Muni, NDB RWY 18, Amdt 7
Trenton, MO, Trenton Muni, NDB RWY 36, Amdt 9
Trenton, MO, Trenton Muni, GPS RWY 18, Orig
Trenton, MO, Trenton Muni, GPS RWY 36, Orig
West Plains, MO, West Plains Muni, NDB RWY 36, Amdt 1
West Plains, MO, West Plains Muni, GPS RWY 18, Amdt 1

West Plains, MO, West Plains Muni, GPS RWY 36, Orig
 Fairbury, NE, Fairbury Municipal, NDB-A, Amdt 3
 Fairbury, NE, Fairbury Municipal, GPS RWY 17, Orig
 Fairbury, NE, Fairbury Municipal, GPS RWY 35, Orig
 Reading, PA, Reading Regional/Carl A. Spaatz Field, NDB RWY 36, Amdt 24
 Reading, PA, Reading Regional/Carl A. Spaatz Field, ILS RWY 13, Orig
 Reading, PA, Reading Regional/Carl A. Spaatz Field, ILS RWY 36, Amdt 29
 Reading, PA, Reading Regional/Carl A. Spaatz Field, GPS RWY 18, Orig
 Reading, PA, Reading Regional/Carl A. Spaatz Field, VOR/DME RNAV OR GPS RWY 13, Amdt 7, CANCELLED
 Reading, PA, Reading Regional/Carl A. Spaatz Field, VOR/DME RNAV OR GPS RWY 18, Amdt 5, CANCELLED

The FAA published a procedure in Docket No. 29404; Amdt No. 1904 to part 97 to the Federal Aviation Regulations (VOL. 63, FR No. 41, Page 69549, dated Thursday, December 17, 1998) under Section 94.23 which is hereby amended as follows:

Muscatine, IA, Muscatine Muni, VOR/DME RNAV RWY 24, Orig-B, CANCELLED
 Effective 28 January 1999.

[FR Doc. 99-1103 Filed 1-15-99; 8:45 am]
 BILLING CODE 4910-13-M

CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Parts 1615 and 1616

Final Clarification of Statement of Policy; Standard for the Flammability of Children's Sleepwear: Sizes 0 Through 6X; Standard for the Flammability of Children's Sleepwear: Sizes 7 Through 14

AGENCY: Consumer Product Safety Commission.

ACTION: Final Clarification of Statement of Policy.

SUMMARY: The Commission amends the policy statements at 16 CFR 1615.64(d) and 1616.65(d) so that infant garments (sized for a child nine months and under) and "tight-fitting" garments (as defined in the sleepwear standards) can be marketed and promoted with other sleepwear.

DATES: This clarification of statements of policy shall become effective January 19, 1999.

FOR FURTHER INFORMATION CONTACT: Marilyn Borsari, Office of Compliance, Consumer Product Safety Commission, Washington, D.C. 20207; telephone (301) 504-0400, extension 1370.

SUPPLEMENTARY INFORMATION:

A. Background

The Consumer Product Safety Commission enforces two flammability standards for children's sleepwear. The flammability standard for children's sleepwear in sizes 0 through 6X is codified at 16 CFR Part 1615. The flammability standard for children's sleepwear in sizes 7 through 14 is codified at 16 CFR Part 1616.

On September 9, 1996, the Commission issued a final rule amending the flammability standards for children's sleepwear to exclude from the definition of "children's sleepwear," codified at 16 CFR 1615.1(a) and 1616.2(a), (1) garments sized for infants nine months of age or younger and (2) tight-fitting garments for children older than nine months. 61 FR 47,634. The Commission found that such tight-fitting garments did not present an unreasonable risk of injury. Rather, the Commission's information showed that many severe incidents occurred with loose-fitting garments such as oversized t-shirts used inappropriately as sleepwear. The Commission concluded that garments fitting closely and that touch the body at key points should be exempt from the sleepwear standards because they do not present the same risk as loose-fitting garments. These amendments became effective on January 1, 1997. However, the Commission also issued a stay of enforcement for close-fitting garments which are labeled and promoted as underwear. That stay expired on June 9, 1998.

B. Clarification

The Commission has become aware that the garment industry is concerned about the policy statements in 16 CFR 1615.64(d) and 1616.65(d), which suggest segregation of items covered by the children's sleepwear standards from all fabrics and garments that are beyond the scope of the children's sleepwear standards. The purpose of the September 9, 1996 final rule was to allow garments sized for a child nine months and under and tight-fitting garments in sizes above nine months to be sold and used as sleepwear. Therefore, the Commission proposed on May 21, 1998 (63 FR 27885) to modify the policy statements at 1615.64(d) and 1616.65(d) to provide that infant garments (defined in the amended sleepwear standard at 16 CFR 1615.1(c)(1) as sized for a child nine months and under) and "tight-fitting" garments (defined in the amended sleepwear standard at 16 CFR 1615.1(o) and 1616.2(m)) can be marketed and promoted with other sleepwear.

One comment was received on the proposed clarification to the sleepwear segregation policy. This comment, from the National Cotton Council, supported the proposed clarification. The comment stated that the amendment is necessary to prevent confusion to the consumer that would come from not allowing infant and tight-fitting sleepwear to be marketed and promoted as sleepwear. The Commission is unaware of any reason not to issue the amendments, and thus, by this notice, the amendments are issued, as they were proposed, in final form.

C. Effective date

Because this document issues statements of policy, the requirement of 5 U.S.C. 553(d) that the effective date of substantive rules shall not be less than 30 days from their date of publication is not applicable. Consequently, these amended policy statements shall become effective upon their publication in the **Federal Register**.

D. Issuance

For the reasons stated above, and pursuant to the authority of Section 4 of the Flammable Fabrics Act (15 U.S.C. 1193), the Commission amends 16 CFR 1615 and 1616 as follows:

PART 1615—STANDARD FOR THE FLAMMABILITY OF CHILDREN'S SLEEPWEAR: SIZES 0 THROUGH 6X

1. The authority citation for part 1615 continues to read as follows:

Authority: Sec. 4, 67 Stat. 112, as amended, 81 Stat. 569-70; 15 U.S.C. 1193.

2. Section 1615.64 is amended by revising paragraph (d) introductory text to read as follows:

§ 1615.64 Policy to clarify scope of the standard.

* * * * *

(d) Retailers, distributors, and wholesalers, as well as manufacturers, importers, and other persons (such as converters) introducing a fabric or garment into commerce which does not meet the requirements of the flammability standards for children's sleepwear, have an obligation not to promote or sell such fabric or garment for use as an item of children's sleepwear. Also, retailers, distributors, and wholesalers are advised not to advertise, promote, or sell as an item of children's sleepwear any item which a manufacturer, importer, or other person (such as a converter) introducing the item into commerce has indicated by label, invoice, or, otherwise, does not meet the requirements of the children's sleepwear flammability standards and is not intended or suitable for use as sleepwear. "Infant garments" as defined by § 1615.1(c) and "tight-fitting" garments as defined by § 1615.1(o) are exempt from the standard