

FDC date	State	City	Airport	FDC number	Subject
02/20/01 .....	TN	Bristol-Johnson-Kingsport	Tri-Cities Regional .....	1/1797	Correction . . . ILS Rwy 5, Amdt 2
02/27/01 .....	SD	Sturgis .....	Sturgis Muni Tallahassee .....	1/2083	GPS Rwy 29, Orig
02/27/01 .....	FL	(Havana) .....	Commercial .....	1/2138	VOR or GPS-A, Amdt 5
02/27/01 .....	SC	Myrtle Beach .....	Myrtle Beach Intl .....	1/2148	Orig-A
02/27/01 .....	SC	Myrtle Beach .....	Myrtle Beach Intl .....	1/2150	RADAR-1, Orig-A
02/27/01 .....	SC	Myrtle Beach .....	Myrtle Beach Intl .....	1/2151	ILS Rwy 17, Amdt 1A
02/27/01 .....	SD	Mitchell .....	Mitchell Muni .....	1/2156	VOR or GPS Rwy 12, Amdt 10
02/27/01 .....	SD	Mitchell .....	Mitchell Muni .....	1/2157	VOR or GPS Rwy 30, Amdt 4
02/28/01 .....	GA	Atlanta .....	Fulton County Airport-Brown Field .....	1/2210	ILS Rwy 8, Amdt 15E
03/01/01 .....	AL	Huntsville .....	Huntsville Intl, Carl T. Jones Field .....	1/2231	ILS Rwy 36R, Orig
03/01/01 .....	MD	Baltimore .....	Baltimore-Washington Intl .....	1/2233	This Replaces FDC 1/1764 in TL01-07
03/01/01 .....	IA	Cedar Rapids .....	The Eastern Iowa .....	1/2245	GPS Rwy 31, Orig-C
03/02/01 .....	TN	Chattanooga .....	Lovell Field .....	1/2266	ILS Rwy 2, Amdt 6A
03/02/01 .....	NM	Santa Fe .....	Santa Fe Muni .....	1/2269	NDB Rwy 2, Amdt 4A
03/02/01 .....	NM	Santa Fe .....	Santa Fe Muni .....	1/2270	GPS Rwy 2, Orig
03/02/01 .....	NM	Santa Fe .....	Santa Fe Muni .....	1/2271	GPS Rwy 33, Orig
03/02/01 .....	NM	Santa Fe .....	Santa Fe Muni .....	1/2272	VOR Rwy 33, Amdt 9A
03/02/01 .....	NM	Santa Fe .....	Santa Fe Muni .....	1/2273	VOR/DME-A, Amdt 1A
03/02/01 .....	NM	Santa Fe .....	Santa Fe Muni .....	1/2274	GPS Rwy 28, Orig-B
03/02/01 .....	NM	Santa Fe .....	Santa Fe Muni .....	1/2277	ILS Rwy 2, Amdt 5B
03/02/01 .....	IA	Grinnell .....	Grinnell Regional .....	1/2293	VOR/DME Rwy 31, Amdt 2
03/02/01 .....	IA	Grinnell .....	Grinnell Regional .....	1/2294	GPS Rwy 13, Orig
03/02/01 .....	IA	Grinnell .....	Grinnell Regional .....	1/2295	GPS Rwy 31, Orig
03/02/01 .....	IA	Grinnell .....	Grinnell Regional .....	1/2296	NDB Rwy 13, Amdt 2
03/05/01 .....	PA	Pittsburgh .....	Pittsburgh Intl .....	1/2314	ILS Rwy 28R Amdt 7A
03/05/01 .....	LA	Monroe .....	Monroe Regional .....	1/2323	RADAR-1, Amdt 5
03/07/01 .....	MN	Duluth .....	Duluth Intl .....	1/2345	COPTER ILS Rwy 9, Orig
03/07/01 .....	MN	Fairmont .....	Fairmont Muni .....	1/2346	COPTER ILS Rwy 31, Orig
03/07/01 .....	MN	International Falls .....	Falls Intl .....	1/2347	COPTER ILS Rwy 31, Orig
03/07/01 .....	MN	Mankato .....	Mankato Regional .....	1/2348	COPTER ILS Rwy 33, Orig
03/07/01 .....	MN	Minneapolis .....	Flying Cloud .....	1/2350	COPTER ILS Rwy 9R, Orig
03/07/01 .....	MN	Rochester .....	Rochester Intl .....	1/2351	COPTER ILS Rwy 31, Orig
03/07/01 .....	OK	Oklahoma City .....	Will Rodgers World .....	1/2387	ILS Rwy 17R, Amdt 9C
03/08/01 .....	AK	Yakutat .....	Yakutat .....	1/2394	LOC/DME BC Rwy 29, Amdt 2
03/12/01 .....	NC	Fayetteville .....	Fayetteville Regional/Grannis Field .....	1/2508	VOR Rwy 4, Amdt 15B
03/12/01 .....	NC	Fayetteville .....	Fayetteville Regional/Grannis Field .....	1/2509	ILS Rwy 4, Amdt 14B
03/13/01 .....	RI	Providence .....	Theodore Francis Green State .....	1/2514	VOR or GPS Rwy 34, Amdt 4
03/13/01 .....	RI	Providence .....	Theodore Francis Green State .....	1/2515	VOR/DME Rwy 34, Amdt 5A
03/13/01 .....	RI	Providence .....	Theodore Francis Green State .....	1/2516	ILS/DME Rwy 34, Amdt 9
03/13/01 .....	FL	Miami .....	Opa Locka .....	1/2527	GPS Rwy 27R, Orig
03/13/01 .....	FL	Miami .....	Opa Locka .....	1/2529	GPS Rwy 9L, Orig

[FR Doc. 01-7060 Filed 3-21-01; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30239; Amdt. No. 2043]

#### 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:**

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 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), 1 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.

### The Rule

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 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.

### 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 March 16, 2001.

**L. Nicholas Lacey,**  
*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 May 17, 2001*

Pensacola, FL, Pensacola Regional, VOR or GPS RWY 8, Amdt 3A, CANCELLED  
Pensacola, FL, Pensacola Regional, VOR RWY 8, Amdt 3A  
Pensacola, FL, Pensacola Regional, NDB or GPS RWY 17, Orig-B, CANCELLED  
Pensacola, FL, Pensacola Regional, NDB RWY 17, Orig-B  
Pensacola, FL, Pensacola Regional, NDB or GPS RWY 35, Amdt 16A, CANCELLED  
Pensacola, FL, Pensacola Regional, NDB RWY 35, Amdt 16A  
Holland, MI, Tulip City, VOR/DME RNAV or GPS RWY 26, Amdt 5A, CANCELLED  
Holland, MI, Tulip City, VOR/DME RNAV RWY 26, Amdt 5A  
Sanford, NC, Sanford-Lee County, NDB or GPS RWY 3, Orig-B, CANCELLED  
Sanford, NC, Sanford-Lee County, NDB RWY 3, Orig-B  
Watertown, NY, VOR or GPS RWY 7, Amdt 13A, CANCELLED  
Watertown, NY, VOR RWY 7, Amdt 13A  
Columbus, OH, Port Columbus Intl, NDB or GPS RWY 10L, Amdt 8A, CANCELLED  
Columbus, OH, Port Columbus Intl, NDB RWY 10L, Amdt 8A  
Columbus, OH, Port Columbus Intl, NDB or GPS RWY 10R, Amdt 7A, CANCELLED  
Columbus, OH, Port Columbus Intl, NDB RWY 10R, Amdt 7A  
Columbus, OH, Port Columbus Intl, NDB or GPS RWY 28L, Amdt 13A, CANCELLED  
Columbus, OH, Port Columbus Intl, NDB RWY 28L, Amdt 13A  
Dyersburg, TN, Dyersburg Muni, VOR/DME or GPS RWY 4, Amdt 2, CANCELLED  
Dyersburg, TN, Dyersburg Muni, VOR/DME RWY 4, Amdt 2  
Salt Lake City, UT, Salt Lake City Intl, VOR/DME or TACAN or GPS RWY 34R, Amdt 7A, CANCELLED  
Salt Lake City, UT, Salt Lake City Intl, VOR/DME or TACAN RWY 34R, Amdt 7A  
Spokane WA, Spokane Intl, VOR/DME RNAV or GPS RWY 21, Orig-A, CANCELLED  
Spokane WA, Spokane Intl, VOR/DME RNAV RWY 21, Orig-A

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### CONSUMER PRODUCT SAFETY COMMISSION

#### 16 CFR Part 1500

#### Dive Sticks Final Rule; Correction

**AGENCY:** Consumer Product Safety Commission.

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects an error in the final rule banning certain hazardous dive sticks published in the