

identification and the amendment number.

The Rule

This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes SIAPs. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained in the content of the following FDC/P NOTAM for each SIAP. The SIAP information in some previously designated FDC/Temporary (FDC/T) NOTAMs is of such duration as to be permanent. With conversion to FDC/P NOTAMs, the respective FDC/T NOTAMs have been cancelled.

The FDC/P NOTAMs for 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 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 January 26, 1996.

Thomas C. Accardi,
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:

§§ 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 Upon Publication

FDC date	State	City	Airport	FDC No.	SIAP
01/19/96 ...	DE	Wilmington	New Castle County	FDC 6/0510	VOR Rwy Amdt 5.
01/19/96 ...	IA	Newton	Newton Muni	FDC 6/0490	ILS Rwy 32, Amdt 1.
01/19/96 ...	KS	Washington	Washington County Memorial	FDC 6/0509	NDB—A Orig.
01/24/96 ...	OR	Portland	Portland-Hillsboro	FDC 6/0569	VOR/DME or GPS—A, Orig.

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BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28449; Amdt. No. 1709]

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: Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-8277.

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 Form 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.

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. The SIAPs contained in this amendment are based on the criteria contained in the United States 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.

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 Global Positioning System (GPS) equipment. In consideration of the above, the applicable Standard Instrument Approach Procedures (SIAPs) will be altered to include "or GPS" in the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS procedure is developed, the procedure title will be altered to remove "or GPS" from these non-localizer, non-precision instrument approach procedure titles.) 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.

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Thomas C. Accardi,

Director, Flight Standards Service.

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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

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2. Part 97 is amended to read as follows:

§§ 97.23, 97.27, 97.33, 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.27 NDB, NDB/DME; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * * *Effective FEB 29, 1996*

Rogers, AR, Rogers Municipal-Carter Field, VOR or GPS RWY 1, Amdt 31 CANCELLED

Rogers, AR, Rogers Municipal-Carter Field, VOR RWY 1, Amdt 13

Magnolia, AR, Magnolia Muni, NDB or GPS RWY 35, Orig-A CANCELLED

Magnolia, AR, Magnolia Muni, NDB RWY 35, Orig-A

Bullhead City, AZ, Laughlin/Bullhead Intl, VOR/DME or GPS RWY 34, Orig CANCELLED

Bullhead City, AZ, Laughlin/Bullhead Intl, VOR/DME RWY 34, Orig

Flagstaff, AZ, Flagstaff Pulliam, VOR/DME or GPS RWY 21, Orig CANCELLED

Flagstaff, AZ, Flagstaff Pulliam, VOR/DME RWY 21, Orig

Ames, IA, Ames Muni, VOR or GPS RWY 31, Amdt 8A CANCELLED

Ames, IA, Ames Muni, VOR RWY 31, Amdt 8A

Tipton, IA, Mathews Memorial, VOR or GPS RWY 11, Amdt 2 CANCELLED

Tipton, IA, Mathews Memorial, VOR RWY 11, Amdt 2

Houma, LA, Houma-Terrebonne, VOR or GPS RWY 12, Amdt 4A CANCELLED

Houma, LA, Houma-Terrebonne, VOR RWY 12, Amdt 4A

New Orleans, LA, Lakefront, VOR or GPS RWY 18R, Amdt 3 CANCELLED

New Orleans, LA, Lakefront, VOR RWY 18R, Amdt 3

Grayling, MI, Grayling AAF, NDB or GPS RWY 14, Amdt 6 CANCELLED

Grayling, MI, Grayling AAF, NDB RWY 14, Amdt 6

Howell, MI, Livingston County, NDB or GPS RWY 13, Amdt 1 CANCELLED

Howell, MI, Livingston County, NDB RWY 13, Amdt 1

Kalamazoo, MI, Kalamazoo/Battle Creek Intl., VOR or GPS RWY 5, Orig CANCELLED

Kalamazoo, MI, Kalamazoo/Battle Creek Intl., VOR RWY 5, Orig

Kalamazoo, MI, Kalamazoo/Battle Creek Intl., VOR or GPS RWY 23, Amdt 17 CANCELLED

Kalamazoo, MI, Kalamazoo/Battle Creek Intl., VOR RWY 23, Amdt 17 CANCELLED

St Charles, MO, St Charles County Smartt, VOR or GPS RWY 18, Orig CANCELLED

St Charles, MO, St Charles County Smartt, VOR RWY 18, Orig

Sedalia, MO, Sedalia Memorial, NDB or GPS RWY 18, Amdt 7B CANCELLED

Sedalia, MO, Sedalia Memorial, NDB RWY 18, Amdt 7B

Hastings, NE, Hastings Muni, VOR or GPS RWY 14, Amdt 16 CANCELLED

Hastings, NE, Hastings Muni, VOR RWY 14, Amdt 16

Silver City, NM, Grant County, NDB or GPS RWY 26, Amdt 3 CANCELLED

Silver City, NM, Grant County, NDB RWY 26, Amdt 3
 Sullivan, MO, Sullivan Regional, NDB or GPS RWY 24, Orig CANCELLED
 Sullivan, MO, Sullivan Regional, NDB RWY 24, Orig
 Rugby, ND, Rugby Muni, NDB or GPS RWY 30, Amdt 4 CANCELLED
 Rugby, ND, Rugby Muni, NDB RWY 30, Amdt 4
 Ponca City, OK, Ponca City Muni, VOR/DME RNAV or GPS RWY 35, Amdt 2 CANCELLED
 Ponca City, OK, Ponca City Muni, VOR/DME RNAV RWY 35, Amdt 2
 Burlington/Mount Vernon, WA, Burlington/Skagit Regional-Bay View, NDB or GPS RWY 10, Amdt 2 CANCELLED
 Burlington/Mount Vernon, WA, Burlington/Skagit Regional-Bay View, NDB RWY 10, Amdt 2.

[FR Doc. 96-2255 Filed 2-1-96; 8:45 am]

BILLING CODE 4910-13-M

FEDERAL TRADE COMMISSION

16 CFR Part 22

Guides for the Hosiery Industry

AGENCY: Federal Trade Commission.

ACTION: Rescission of the guides for the hosiery industry.

SUMMARY: The Federal Trade Commission (the "Commission"), as part of its periodic review of all its guides and rules, announces that it has concluded a review of its Guides for the Hosiery Industry ("Guides" or "Hosiery Guides"). The Commission has decided to rescind the Guides.

EFFECTIVE DATE: February 2, 1996.

FOR FURTHER INFORMATION CONTACT: Ann Stahl Guler, Investigator, Federal Trade Commission, Los Angeles Regional Office, 11000 Wilshire Blvd., Suite 13209, Los Angeles, CA 90024, (310) 235-7890.

SUPPLEMENTARY INFORMATION:

I. Background

The Hosiery Guides were issued by the Commission in 1979.¹ The Guides concerned deceptive advertising and marketing of all hosiery industry products, including stockings and socks that are marketed to men, women, and children. Specifically, the Guides proscribed misrepresentations as to the grade, character, construction, origin, denier, size, style, fashion, gauge, twist

¹ The Guides were originally issued as Trade Practice Rules. The Commission reissued them as guides in 1979 when it rescinded all Trade Practice Rules. Industry guides are administrative interpretations of laws administered by the Commission for the guidance of the public in conducting its affairs in conformity with legal requirements. 16 CFR 1.5.

of yarn, quality, quantity, value, price, serviceability, resistance to snagging or the development of runs, holes or breaks in the fabric, strength, stretch, length, color, finish, manufacture, or distribution of any hosiery product. The Hosiery Guides also delineated the use of the terms "lisle," "irregulars," and "seconds" as they apply to hosiery.

On April 15, 1994, the Commission published a Notice in the Federal Register soliciting comment on the Hosiery Guides.² Specifically, the Commission solicited comments on six questions pertaining to the costs and benefits of the guides and their regulatory and economic effect. The initial closing date for comments was June 14, 1994. The Commission subsequently extended the comment period until July 14, 1994. The Commission received 52 comments in response to the Notice. They are discussed in Part II below.

II. Comments Received

The Commission received comments from 18 individuals, all of whom focused on three issues related to women's history: fit, durability, and the need for labels in pantyhose. Several commenters complained that pantyhose wear out too quickly; others stated that pantyhose either are ill-fitting or that their packaging reflects incorrect sizes. Eight of the commenters asked the Commission to require that labels be sewn in pantyhose. Three of the individual commenters praised the quality of hosiery currently available to American consumers, and supported retention of the Hosiery Guides.

One government official submitted two comments. Lydia Justice Edwards, State Treasurer of Idaho, asked the Commission in her first comment to expand the Hosiery Guides to mandate labeling on hosiery packages. The State Treasurer submitted a proposed specification chart listing such characteristics as the fiber and weight of the fabric, as well as the type of stitch used. She also proposed that the Commission develop a rating system that would enable purchasers to evaluate and compare among brands such characteristics as resistance to runs and snags, elasticity, and durability. Ms. Edwards further suggested that the Commission develop a uniform sizing method that all hosiery manufacturers would be required to use. Her first comment also recommended that manufacturers be required to provide a means for consumers to examine and touch hosiery before making a purchase decision. The State Treasurer's second

² 59 FR 18004.

comment proposed that the Commission mandate for every hosiery product a "statement of guarantee" that the product is in perfect condition and meets a minimum quality standard.

The Crafted With Pride in the U.S.A. Council, Inc. urged the Commission not to modify current labeling requirements relating to country of origin.

Twenty-nine comments were received from individual hosiery manufacturers. The National Association of Hosiery Manufacturers (NAHM) and the American Textile Manufacturers Institute (ATMI) also submitted comments. All of the industry commenters supported the continuation of the Guides. The NAHM and its members stated that the guides provide a sound set of principles for the advertising and marketing of hosiery products, and ensure that consumers are provided with fair and accurate information. The ATMI commented that the guides are beneficial to the industry because they provide information on deceptive practices, definitions of hosiery and product classes, labeling information, and product sizing guidance.

The NAHM and 14 hosiery firms recommended that the Guides' definition of "Industry Products" be amended to include "tights" and to delete "anklets." The NAHM and its members also requested that the FTC include in the Guides a definition of the terms "non-run," "no-run," and "run-resistant" that were contained in a Commission decision dismissing a complaint against *Holeproof Hosiery Company*.³

III. Conclusion

Although the comments submitted to the Commission supported retaining the Guides, they did not clearly demonstrate why the hosiery industry in particular needs special Commission guidance in the advertising or sale of its products. In this regard, the Commission notes that hosiery products are covered by its Textile Rules⁴ and Care Labeling Rule.⁵ The Textile Rules require that textile products be labeled with the fiber content, the name or registered identification number of the manufacturer or other responsible company, and the country of origin. For hosiery products, the required information may appear on the packaging and need not be on a label

³ 47 F.T.C. 1668 (1951).

⁴ Rules and Regulations under the Textile Fiber Products Identification Act, 16 CFR Part 303.

⁵ Trade Regulation Rule concerning Care Labeling of Textile Wearing Apparel and Certain Piece Goods as Amended, 16 CFR Part 423.