

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINT—Continued

[Amendment 510 Effective date, December 12, 2013]

From	To	MEA
*5500—MCA MARKI, AR FIX, SW BND **2600—MOCA MARKI, AR FIX *2700—MOCA	HOT SPRINGS, AR VOR/DME	*3500

§ 95.6586 VOR Federal Airway V586 is Amended to Read in Part

MACON, MO VOR/DME	QUINCY, IL VORTAC	2700
QUINCY, IL VORTAC	PEORIA, IL VORTAC	2500
PEORIA, IL VORTAC	MAROC, IL FIX	*3000
*2400—MOCA		
MAROC, IL FIX	PONTIAC, IL VOR/DME	2500

From	To	MEA	MAA
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§ 95.7001 JET ROUTES

§ 95.7190 Jet Route J190 MAA is Amended to Read in Part

#SLATE RUN, PA VORTAC	BINGHAMTON, NY VORTAC	18000	45000
#USE SLATE RUN R-072 TO BINGHAMTON			

Airway Segment		Changeover points	
From	To	Distance	From

§ 95.8003 VOR Federal Airway Changeover Point V210 is Amended To Delete Changeover Point

ALAMOSA, CO VORTAC	LAMAR, CO VOR/DME	60	ALAMOSA.
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[FR Doc. 2013-27404 Filed 11-14-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30927; Amdt. No. 3562]

Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures 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, adding new obstacles, or changing 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: This rule is effective November 15, 2013. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of November 15, 2013.

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;

3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Availability—All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit <http://www.nfdc.faa.gov> to register. Additionally, individual SIAP and Takeoff Minimums and ODP 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.

FOR FURTHER INFORMATION CONTACT:

Richard A. Dunham III, Flight Procedure Standards Branch (AFS-420), Flight Technologies and Programs Divisions, 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 rule amends Title 14 of the Code of Federal Regulations, Part 97 (14 CFR part 97), by establishing, amending, suspending, or revoking SIAPs, Takeoff Minimums and/or ODPS. The complete regulators description of each SIAP and its associated Takeoff Minimums or ODP for an identified airport is listed on 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 part 97.20. The applicable FAA Forms are FAA Forms 8260–3, 8260–4, 8260–5, 8260–15A, and 8260–15B when required by an entry on 8260–15A.

The large number of SIAPs, Takeoff Minimums and ODPs, in addition to their complex nature and the need for a special format make publication in the **Federal Register** expensive and impractical. Furthermore, airmen do not use the regulatory text of the SIAPs, Takeoff Minimums or ODPs, but instead refer to their depiction on charts printed by publishers of aeronautical materials. The advantages of incorporation by reference are realized and publication of the complete description of each SIAP, Takeoff Minimums and ODP listed on FAA forms is unnecessary. This amendment provides the affected CFR sections and specifies the types of SIAPs and the effective dates of the, associated Takeoff Minimums and ODPs. This amendment also identifies the airport and its location, the procedure, and the amendment number.

The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP, Takeoff Minimums and ODP as contained in the transmittal. Some SIAP and Takeoff Minimums and textual ODP amendments may have been issued previously by the FAA in a 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 some SIAP and Takeoff Minimums and ODP amendments may require making them effective in less than 30 days. For the remaining SIAPs and Takeoff Minimums and ODPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs and Takeoff Minimums and ODPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPs and Takeoff Minimums and ODPs, 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, Takeoff Minimums and ODPs, and safety in air commerce, I find that notice and public procedures before adopting these SIAPs, Takeoff Minimums and ODPs 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, Incorporation by reference, and Navigation (air).

Issued in Washington, DC on October 25, 2013.

John Duncan,

Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures and/or Takeoff Minimums and/or Obstacle Departure Procedures effective at 0902 UTC on the dates specified, as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

- 1. The authority citation for part 97 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

- 2. Part 97 is amended to read as follows:

Effective 12 DECEMBER 2013

Akutan, AK, Akutan, RNAV (GPS)—A, Orig
Akutan, AK, Akutan, Takeoff Minimums and Obstacle DP, Orig
Alexander City, AL, Thomas C Russell Fld, RNAV (GPS) RWY 18, Amdt 1
Alexander City, AL, Thomas C Russell Fld, RNAV (GPS) RWY 36, Amdt 2
Clarksville, AR, Clarksville Muni, NDB—A, Amdt 5, CANCELED
Conway, AR, Dennis F Cantrell Field, GPS RWY 26, Orig-A, CANCELED
Conway, AR, Dennis F Cantrell Field, NDB—A, Amdt 2

Conway, AR, Dennis F Cantrell Field, RNAV (GPS)—B, Orig
Conway, AR, Dennis F Cantrell Field, Takeoff Minimums and Obstacle DP, Amdt 2
Bakersfield, CA, Bakersfield Muni, GPS RWY 34, Orig, CANCELED
Bakersfield, CA, Bakersfield Muni, RNAV (GPS) RWY 34, Orig
Bakersfield, CA, Bakersfield Muni, VOR/DME RWY 34, Amdt 1
San Francisco, CA, San Francisco Intl, Takeoff Minimums and Obstacle DP, Amdt 8A
Longmont, CO, Vance Brand, RNAV (GPS) RWY 29, Amdt 2
Palm Coast, FL, Flagler County, RNAV (GPS) RWY 6, Amdt 1A
Punta Gorda, FL, Punta Gorda, VOR RWY 4, Amdt 1B, CANCELED
Montezuma, GA, DR. C P Savage Sr., RNAV (GPS) RWY 18, Orig-A
Chicago/Aurora, IL, Aurora Muni, RNAV (GPS) RWY 15, Orig-A
Stockton, KS, Rooks County, RNAV (GPS) RWY 18, Orig
Stockton, KS, Rooks County, RNAV (GPS) RWY 36, Orig
Stockton, KS, Rooks County, Takeoff Minimums and Obstacle DP, Orig
Falmouth, KY, Gene Snyder, RNAV (GPS) RWY 21, Orig
Falmouth, KY, Gene Snyder, VOR—A, Amdt 3
Lexington, KY, Blue Grass, ILS OR LOC RWY 22, Amdt 20B
Rayville, LA, John H Hooks Jr Memorial, VOR/DME—A, Amdt 3
Churchville, MD, Harford County, VOR/DME—A, Amdt 1A, CANCELED
Crisfield, MD, Crisfield Muni, VOR/DME—A, Orig-A, CANCELED
Greenville, ME, Greenville Muni, NDB RWY 14, Amdt 5, CANCELED
Bay City, MI, James Clements Muni, Takeoff Minimums and Obstacle DP, Amdt 6
Detroit, MI, Detroit Metropolitan Wayne County, ILS OR LOC RWY 22L, ILS RWY 22L (SA CAT I), ILS RWY 22L (SA CAT II), Amdt 30
Detroit, MI, Detroit Metropolitan Wayne County, ILS PRM RWY 22L (SIMULTANEOUS CLOSE PARALLEL), Orig-C
Linden, MI, Prices, Takeoff Minimums and Obstacle DP, Amdt 5
Charleston, MO, Mississippi County, RNAV (GPS) RWY 18, Orig
Charleston, MO, Mississippi County, RNAV (GPS) RWY 36, Orig
Charleston, MO, Mississippi County, Takeoff Minimums and Obstacle DP, Orig
Clarksdale, MS, Fletcher Field, VOR/DME RWY 18, Orig-B, CANCELED
Greenville, MS, Greenville Mid-Delta, ILS OR LOC RWY 18L, Amdt 9G
Greenville, MS, Greenville Mid-Delta, RNAV (GPS) RWY 18L, Orig-B
Greenville, MS, Greenville Mid-Delta, RNAV (GPS) RWY 18R, Orig-A
Greenville, MS, Greenville Mid-Delta, RNAV (GPS) RWY 36L, Orig-B
Greenville, MS, Greenville Mid-Delta, RNAV (GPS) RWY 36R, Orig-A
Greenville, MS, Greenville Mid-Delta, Takeoff Minimums and Obstacle DP, Orig-A

Greenville, MS, Greenville Mid-Delta, VOR/
DME RWY 18L, Amdt 13A
Greenville, MS, Greenville Mid-Delta, VOR/
DME RWY 18R, Orig-A
Beaufort, NC, Michael J. Smith Field, RNAV
(GPS) RWY 8, Amdt 2
Scottsbluff, NE., Western Neb. Rgnl/William
B. Heilig Field, RNAV (GPS) RWY 5,
Amdt 1
New Philadelphia, OH, Harry Clever Field,
RNAV (GPS) RWY 14, Orig-A
The Dalles, OR, Columbia Gorge Rgnl/The
Dalles Muni, DALLS ONE, Graphic DP
The Dalles, OR, Columbia Gorge Rgnl/The
Dalles Muni, Takeoff Minimums and
Obstacle DP, Amdt 3
Collegeville, PA, Perkiomen Valley, VOR-A,
Orig-A, CANCELED
Philadelphia, PA, Northeast Philadelphia,
RNAV (GPS) RWY 6, Orig-B
Cleburne, TX, Cleburne Rgnl, LOC/DME
RWY 15, Orig-C
Dalhart, TX, Dalhart Muni, GPS RWY 17,
Orig-B, CANCELED
Dalhart, TX, Dalhart Muni, RNAV (GPS)
RWY 17, Orig
Dalhart, TX, Dalhart Muni, RNAV (GPS)
RWY 35, Orig
Dalhart, TX, Dalhart Muni, VOR/DME RWY
35, Amdt 3
Milwaukee, WI, General Mitchell Intl, RNAV
(GPS) Z RWY 7R, Amdt 1A
Milwaukee, WI, General Mitchell Intl, RNAV
(GPS) Z RWY 25L, Amdt 1A
Cowley/Lovell/Byron, WY, North Big Horn
County, NDB RWY 9, Amdt 2
Cowley/Lovell/Byron, WY, North Big Horn
County, RNAV (GPS) RWY 9, Orig
Cowley/Lovell/Byron, WY, North Big Horn
County, Takeoff Minimums and Obstacle
DP, Amdt 2

[FR Doc. 2013-26721 Filed 11-14-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30928; Amdt. No. 3563]

Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures 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, adding new

obstacles, or changing 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: This rule is effective November 15, 2013. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of November 15, 2013.

ADDRESSES: Availability of matter 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;
3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,
4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Availability—All SIAPs are available online free of charge. Visit nfdc.faa.gov to register. Additionally, individual SIAP and Takeoff Minimums and ODP 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.

FOR FURTHER INFORMATION CONTACT:

Richard A. Dunham III, Flight Procedure Standards Branch (AFS-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 rule amends Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) by amending the referenced SIAPs. The complete regulatory description of each SIAP is listed on the appropriate FAA

Form 8260, as modified by the National Flight Data Center (FDC)/Permanent Notice to Airmen (P-NOTAM), and is incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of Title 14 of the Code of Federal Regulations.

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. This amendment provides the affected CFR sections and specifies the types of SIAP and the corresponding effective dates. This amendment also identifies the airport and its location, the procedure and the amendment number.

The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP as amended in the transmittal. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained for each SIAP as modified by FDC/P-NOTAMs.

The SIAPs, as modified by FDC P-NOTAM, and contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these changes to SIAPs, the TERPS criteria were applied only to specific conditions existing at the affected airports. All SIAP amendments in this rule have been previously issued by the FAA in a FDC 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.

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