AIRAC Date	State	City	Airport	FDC No.	FDC Date	Subject
22–Sep–11 ...	NY	ISLIP	LONG ISLAND MAC ARTHUR	1/5760	7/21/11	ILS OR LOC RWY 24, Amdt 4
22–Sep–11 ...	NY	WHITE PLAINS	WESTCHESTER COUNTY	1/5895	7/28/11	RNAV (RNP) Z RWY 16, Orig-A
22–Sep–11 ...	IL	BELLEVILLE	SCOTT AFB/MID AMERICA	1/7157	7/28/11	ILS OR LOC/DME RWY 14L, Orig-C
22–Sep–11 ...	IL	BELLEVILLE	SCOTT AFB/MID AMERICA	1/7158	7/28/11	ILS OR LOC RWY 32R, Orig-C
22–Sep–11 ...	IL	BELLEVILLE	SCOTT AFB/MID AMERICA	1/7159	7/28/11	RNAV (GPS) RWY 32L, Orig-B
22–Sep–11 ...	IL	BELLEVILLE	SCOTT AFB/MID AMERICA	1/7160	7/28/11	ILS OR LOC RWY 14R, Orig-C
22–Sep–11 ...	IL	BELLEVILLE	SCOTT AFB/MID AMERICA	1/7161	7/28/11	RNAV (GPS) RWY 14R, Orig-B
22–Sep–11 ...	MI	ANN ARBOR	ANN ARBOR MUNI	1/7560	8/2/11	VOR RWY 24, Amdt 13B
22–Sep–11 ...	MI	ANN ARBOR	ANN ARBOR MUNI	1/7561	8/2/11	VOR RWY 6, Amdt 13B

[FR Doc. 2011–21053 Filed 8–19–11; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30797; Amdt. No. 3438]

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

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final Rule.

SUMMARY: This 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 August 22, 2011. 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 August 22, 2011.

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: Harry J. Hodges, 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 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 August 5, 2011.

John M. Allen,

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 22 SEP 2011

Warren, AR, Warren Muni, Takeoff Minimums & Obstacle DP, Orig
Ottumwa, IA, Ottumwa Rgnl, ILS OR LOC RWY 31, Amdt 5B
Ottumwa, IA, Ottumwa Rgnl, RNAV (GPS) RWY 22, Orig-A, CANCELLED
Ottumwa, IA, Ottumwa Rgnl, Takeoff Minimums & Obstacle DP, Orig-A
Red Oak, IA, Red Oak Muni, Takeoff Minimums & Obstacle DP, Amdt 3
Storm Lake, IA, Storm Lake Muni, Takeoff Minimums & Obstacle DP, Orig
Dwight, IL, Dwight, Takeoff Minimums & Obstacle DP, Orig
Pinckneyville, IL, Pinckneyville-Du Quoin, Takeoff Minimums & Obstacle DP, Orig
Elkhart, IN, Elkhart Muni, Takeoff Minimums and Obstacle DP, Orig
Detroit, MI, Coleman A. Young Muni, ILS OR LOC RWY 15, Amdt 10
Slayton, MN, Slayton Muni, Takeoff Minimums & Obstacle DP, Orig
Florence, SC, Florence Rgnl, RNAV (GPS) RWY 9, Orig-A
Spearfish, SD, Black Hills-Clydes Ice Field, RNAV (GPS) RWY 13, Orig-A
Spearfish, SD, Black Hills-Clydes Ice Field, RNAV (GPS) RWY 31, Orig-A
Castroville, TX, Castroville Muni, Takeoff Minimums and Obstacle DP, Orig
Cleveland, TX, Cleveland Muni, Takeoff Minimums and Obstacle DP, Amdt 1
Corsicana, TX, C David Campbell Fld-Corsicana Muni, Takeoff Minimums and Obstacle DP, Orig
Sherman, TX, Sherman Muni, Takeoff Minimums and Obstacle DP, Orig
Necedah, WI, Necedah, Takeoff Minimums and Obstacle DP, Orig

Effective 20 OCT 2011

El Dorado, AR, South Arkansas Rgnl at Goodwin Field, Takeoff Minimums and Obstacle DP, Amdt 2
Fort Pierce, FL, St Lucie County Intl, NDB–A, Orig-C
Lawrenceville, GA, Gwinnett County-Briscoe Field, Takeoff Minimums and Obstacle DP, Amdt 6
Livingston, MT, Mission Field, GPS RWY 22, Orig-B, CANCELLED
Livingston, MT, Mission Field, RNAV (GPS) RWY 22, Orig
Louisburg, NC, Triangle North Executive, ILS OR LOC RWY 5, Amdt 4
Louisburg, NC, Triangle North Executive, RNAV (GPS) RWY 5, Amdt 1
Louisburg, NC, Triangle North Executive, RNAV (GPS) RWY 23, Amdt 1
Louisburg, NC, Triangle North Executive, Takeoff Minimums and Obstacle DP, Orig
Louisburg, NC, Triangle North Executive, VOR/DME–A, Amdt 2B
Red Hook, NY, Sky Park, Takeoff Minimums and Obstacle DP, Orig, CANCELLED
Red Hook, NY, Sky Park, VOR OR GPS RWY 1, Amdt 5, CANCELLED
Gallipolis, OH, Gallia-Meigs Rgnl, VOR OR GPS–B, Amdt 1, CANCELLED
Lebanon, OH, Lebanon-Warren County, Takeoff Minimums and Obstacle DP, Orig
Piqua, OH, Piqua Airport-Hartzell Field, Takeoff Minimums and Obstacle DP, Orig
Holdenville, OK, Holdenville Muni, Takeoff Minimums and Obstacle DP, Orig
Providence, RI, Theodore Francis Green State, ILS OR LOC RWY 23, Amdt 6
Providence, RI, Theodore Francis Green State, ILS OR LOC/DME RWY 34, Amdt 11
Providence, RI, Theodore Francis Green State, RNAV (GPS) RWY 23, Amdt 1
Providence, RI, Theodore Francis Green State, RNAV (GPS) RWY 34, Amdt 1
Brownwood, TX, Brownwood Rgnl, Takeoff Minimums and Obstacle DP, Orig
Cleveland, TX, Cleveland Muni, GPS RWY 16, Orig-C, CANCELLED
Cleveland, TX, Cleveland Muni, RNAV (GPS) RWY 16, Orig
Dallas, TX, Dallas Love Field, RNAV (GPS) RWY 31R, Amdt 1
Dallas, TX, Dallas Love Field, RNAV (GPS) Z RWY 13L, Amdt 1
Gilmer, TX, Fox Stephens Field-Gilmer Muni, Takeoff Minimums and Obstacle DP, Orig
Gruver, TX, Gruver Muni, Takeoff Minimums and Obstacle DP, Orig
Hearne, TX, Hearne Muni, RNAV (GPS) RWY 18, Orig
Hearne, TX, Hearne Muni, RNAV (GPS) RWY 36, Orig
Hearne, TX, Hearne Muni, Takeoff Minimums and Obstacle DP, Orig
Houston, TX, George Bush Intercontinental/Houston, ILS OR LOC RWY 8R; ILS RWY 8R (SA CAT II), Amdt 23B
Moses Lake, WA, Grant Co Intl, ILS OR LOC RWY 32R, Amdt 20B
Toledo, WA, Ed Carlson Memorial Field-South Lewis Co, RNAV (GPS) RWY 24, Orig-A
Chetek, WI, Chetek Muni-Southworth, Takeoff Minimums and Obstacle DP, Orig
East Troy, WI, East Troy Muni, GPS RWY 8, Orig, CANCELLED
East Troy, WI, East Troy Muni, GPS RWY 26, Orig, CANCELLED
East Troy, WI, East Troy Muni, RNAV (GPS) RWY 8, Orig
East Troy, WI, East Troy Muni, RNAV (GPS) RWY 26, Orig
East Troy, WI, East Troy Muni, VOR/DME–A, Amdt 1
Solon Springs, WI, Solon Springs Muni, Takeoff Minimums and Obstacle DP, Orig
Laramie, WY, Laramie Rgnl, VOR/DME RWY 12, Amdt 6A

Laramie, WY, Laramie Rgnl, VOR/DME RWY 30, Amdt 7A

[FR Doc. 2011–21052 Filed 8–19–11; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 121

[Docket No.: FAA–2009–0675; Amendment No. 121–356]

RIN 2120–AJ43

Activation of Ice Protection

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the operating rules for flight in icing conditions. For certain airplanes certificated for flight in icing, the new standards require either installation of ice detection equipment or changes to the airplane flight manual to ensure timely activation of the airframe ice protection system. This action is the result of information gathered from icing accidents and incidents. It is intended to increase the level of safety when airplanes fly in icing conditions.

DATES: This amendment becomes effective October 21, 2011.

FOR FURTHER INFORMATION CONTACT: For operational questions contact Charles J. Enders, Air Carrier Operations Branch, AFS–220, Flight Standards Service, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591; telephone (202) 493–1422; facsimile (202) 267–5229; e-mail *Charles.J.Enders@faa.gov*.

For aircraft certification questions contact Robert Jones, Propulsion/Mechanical Systems Branch, ANM–112, Transport Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, WA 98057–3356; telephone (425) 227–1234; facsimile (425) 227–1149; e-mail *Robert.C.Jones@faa.gov*.

For legal questions contact Douglas Anderson, Office of Regional Counsel, ANM–7, Federal Aviation Administration, 1601 Lind Ave., SW., Renton, Washington 98057–3356; telephone (425) 227–2166; facsimile (425) 227–1007; e-mail *Douglas.Anderson@faa.gov*.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA's authority to issue rules on aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority.

This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart III, Section 44701. Under that section, the FAA is charged with prescribing regulations promoting safe flight of civil aircraft in air commerce by prescribing minimum standards required in the interest of safety for the design and performance of aircraft; regulations and minimum standards of safety for inspecting, servicing, and overhauling aircraft; and regulations for other practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it prescribes new safety standards for the operation of certain airplanes used in air carrier service.

I. Summary of the Final Action

The FAA is creating new regulations in Title 14, Code of Federal Regulations (14 CFR) part 121 (Operating Requirements: Domestic, Flag, and Supplemental Operations) related to the operation of certain transport category airplanes in icing conditions. To improve the safety of these airplanes operating in icing conditions, the new regulations require either installation of ice detection equipment and procedures for its use, or changes to the airplane flight manual (AFM) to ensure timely activation of the airframe ice protection system.

The economic evaluation for the final rule shows that the benefits exceed the costs for the nominal, seven, and three percent present value rates. The estimated benefits are $27.2 million ($16.2 million present value). The total estimated costs are $12.7 million ($6.7 million present value). The following table shows these results.

Part 121 Activation of Ice Protection Adjusted Benefits and Costs ($M)			
		Present Value	
	Total	7%	3%
Benefits	$27.2	$16.2	$21.3
Costs	$12.7	$6.7	$9.4

II. Background

On October 31, 1994, an accident involving an Avions de Transport Regional ATR 72 series airplane occurred in icing conditions. This prompted the FAA to initiate a review of aircraft safety in icing conditions and determine what changes could be made to increase the level of safety. In May 1996, we sponsored the International Conference on Aircraft Inflight Icing, where icing specialists made recommendations for increasing safety. We reviewed these recommendations and developed a comprehensive, multi-year icing plan. The FAA Inflight Aircraft Icing Plan, dated April 1997,[1] described various activities we were considering for improving aircraft safety in icing conditions. In accordance with this plan, we tasked the Aviation Rulemaking Advisory Committee (ARAC) to consider the need for ice detectors or other means to give flightcrews early indication about action required for ice accumulating on critical surfaces of the airplane.[2] The work was carried out by ARAC's Ice Protection Harmonization Working Group (IPHWG). Its recommendations may be found in the docket for this rulemaking (FAA–2009–0675).

A. Summary of the NPRM

On November 23, 2009, the FAA published a notice of proposed rulemaking (NPRM) based on ARAC's recommendations to the FAA (74 FR

[1] FAA Inflight Aircraft Icing Plan, dated April 1997, is available in the Docket.

[2] Published in the **Federal Register** on December 8, 1997 (62 FR 64621).