

DEPARTMENT OF TRANSPORTATION**14 CFR Part 97****[Docket No. 30648; Amdt. No. 3305]****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 February 23, 2009. 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 February 23, 2009.

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 <http://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 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 an FDC or 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 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 January 9, 2009.

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 amending 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 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:

§§ 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/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs.

FDC date	State	City	Airport	FDC No.	Subject
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5343	ILS OR LOC RWY 32L, AMDT 2A
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5344	RNAV (GPS) RWY 10, AMDT 3
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5345	ILS OR LOC RWY 32R, AMDT 21C
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5346	RNAV (GPS) RWY 32R, AMDT 1A
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5347	RNAV (GPS) Y RWY 22L, ORIG-B
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5348	RNAV (GPS) Z RWY 22L, ORIG-A
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5349	ILS OR LOC RWY 4R, AMDT 6J
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5350	ILS OR LOC RWY 22R, AMDT 7F
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5351	RNAV (GPS) RWY 28, AMDT 2
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5352	ILS OR LOC RWY 22L, AMDT 4G
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5353	RNAV (GPS) RWY 4L, AMDT 1A
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5354	RNAV (GPS) RWY 4R, ORIG-B
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5356	RNAV (GPS) RWY 14L, AMDT 1A
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5357	RNAV (GPS) RWY 14R, AMDT 1A
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5359	RNAV (GPS) RWY 22R, AMDT 1A
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5360	RNAV (GPS) RWY 32L, AMDT 2B
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5361	LOC RWY 4L, AMDT 20A
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5366	ILS OR LOC RWY 10, ILS RWY 10 (CAT II), ILS RWY 10 (CAT III), AMDT 16
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5367	ILS OR LOC RWY 14L, ILS RWY 14L (CAT II), ILS RWY 14L (CAT III), AMDT 29A
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5368	ILS OR LOC RWY 14R, ILS RWY 14R (CAT II), ILS RWY 14R (CAT III), AMDT 30A
12/24/08	IL	CHICAGO	CHICAGO-O'HARE INTL	8/5369	ILS OR LOC RWY 28, ILS RWY 28 (CAT II), ILS RWY 28 (CAT III), AMDT 15
10/22/08	NY	NEW YORK	JOHN F. KENNEDY	8/5517	ILS OR LOC RWY 13L, ILS RWY 13L (CAT II) AMDT 16A
12/31/09	AZ	TUCSON	RYAN FIELD	8/5894	ILS OR LOC RWY 6R, AMDT 5B
01/02/09	OR	PORTLAND	PORTLAND INTL	9/0041	ILS OR LOC RWY 28L, AMDT 1
01/02/09	NV	RENO	RENO/TAHOE INTL	9/0043	ILS OR LOC/DME RWY 34L, ORIG
01/02/09	WY	WORLAND	WORLAND MUNI	9/0048	VOR OR GPS RWY 16, AMDT 5B
01/05/09	NY	POUGHKEEPSIE	DUTCHESS COUNTY	9/0152	VOR/DME RWY 24, AMDT 4
01/05/09	WA	SPOKANE	SPOKANE INTL	9/0219	ILS OR LOC/DME RWY 21, ILS RWY 21 (CAT II), ILS RWY 21 (CAT III), AMDT 21
01/05/09	OR	NORTH BEND	SOUTHWEST OREGON REGIONAL ...	9/0224	TAKE-OFF MINIMUMS AND (OBSTACLE) DP, AMDT 4A
01/05/09	WY	RIVERTON	RIVERTON REGIONAL	9/0228	ILS OR LOC RWY 28, AMDT 1B

[FR Doc. E9-3003 Filed 2-20-09; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30647 Amdt. No 3304]

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.

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