

the first column of 80 FR 48010, in § 430.32(d)(2), “*Grid-enabled water heaters.*” The equation in that paragraph, “ $1.06 - (0.00168 \times \text{Rated Storage Volume in gallons})$ ” should read “ $1.061 - (0.00168 \times \text{Rated Storage Volume in gallons})$ .” This revision accurately reflects the values found in the energy factor equation in the preamble (80 FR 48007), as well as the text in EEIA 2015 and, consequently, EPCA. Thus, the final rule has been corrected to eliminate this error. DOE notes that this equation to measure the energy factor for grid-enabled water heaters has been the law under EPCA through EEIA 2015 since April 30, 2015, and that the August 2015 final rule and this correction simply place that language into DOE’s codified regulations.

### III. Procedural Requirements

DOE has concluded that the determinations made pursuant to the various procedural requirements applicable to the August 2015 final rule remain unchanged for this final rule technical correction. These determinations are set forth in the August 2015 final rule. 80 FR 48004, 48009–10 (Aug. 11, 2015).

#### List of Subjects in 10 CFR part 430

Administrative practice and procedure, Confidential business information, Energy conservation, Household appliances, Imports, Intergovernmental relations, Small businesses.

Issued in Washington, DC, on August 14, 2015

**Kathleen B. Hogan,**

*Deputy Assistant Secretary for Energy Efficiency, Energy Efficiency and Renewable Energy.*

For the reasons set forth in the preamble, DOE amends part 430 of Chapter II, Subchapter D, of Title 10 of the Code of Federal Regulations as set forth below:

#### PART 430—ENERGY CONSERVATION PROGRAM FOR CONSUMER PRODUCTS

- 1. The authority citation for part 430 continues to read as follows:

**Authority:** 42 U.S.C. 6291–6309; 28 U.S.C. 2461 note.

- 2. Section 430.32 is amended by revising paragraph (d)(2) to read as follows:

#### § 430.32 Energy and water conservation standards and their compliance dates.

\* \* \* \* \*

(d) \* \* \*

(2) *Grid-enabled water heaters.* The energy factor of grid-enabled water heaters, as of April 30, 2015, shall not be less than  $1.061 - (0.00168 \times \text{Rated Storage Volume in gallons})$ .

\* \* \* \* \*

[FR Doc. 2015–20712 Filed 8–20–15; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31032; Amdt. No. 3656]

#### 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 amends, suspends, or removes 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 for the 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 21, 2015. 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 21, 2015.

**ADDRESSES:** Availability of matter incorporated by reference in the amendment is as follows:

#### For Examination

1. U.S. Department of Transportation, Docket Ops–M30, 1200 New Jersey Avenue SE., West Bldg., Ground Floor, Washington, DC 20590–0001;

2. The FAA Air Traffic Organization Service Area in which the affected airport is located;

3. The office of Aeronautical Navigation Products, 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](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 the National Flight Data Center online at [nfdc.faa.gov](http://nfdc.faa.gov) to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from the FAA Air Traffic Organization Service Area in which the affected airport is located.

#### FOR FURTHER INFORMATION CONTACT:

Richard A. Dunham III, Flight Procedure Standards Branch (AFS–420) Flight Technologies and Procedures 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 (NFDC)/Permanent Notice to Airmen (P–NOTAM), and is incorporated by reference under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR 97.20. 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 on FAA form documents is unnecessary.

This amendment provides the affected CFR sections, and specifies the SIAPs and Takeoff Minimums and ODPs with their applicable effective dates. This amendment also identifies the airport and its location, the procedure and the amendment number.

#### Availability and Summary of Material Incorporated by Reference

The material incorporated by reference is publicly available as listed in the **ADDRESSES** section.

The material incorporated by reference describes SIAPs, Takeoff Minimums and ODPs as identified in the amendatory language for part 97 of this final rule.

### The Rule

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

The SIAPs and Takeoff Minimums and ODPs, as modified by FDC permanent 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 and Takeoff Minimums and ODPs, 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 that created the need for these SIAP and Takeoff Minimums and ODP amendments

require making them effective in less than 30 days.

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 procedure under 5 U.S.C. 553(b) are impracticable and contrary to the public interest and, where applicable, under 5 U.S.C. 553(d), good cause exists for making these 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.

### List of Subjects in 14 CFR Part 97

Air Traffic Control, Airports, Incorporation by reference, Navigation (air).

Issued in Washington, DC on July 31, 2015.

**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 amending Standard Instrument Approach Procedures and Takeoff Minimums and ODPs, 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.

### §§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, 97.35 [Amended]

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

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, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, Identified as follows:

\* \* \* Effective Upon Publication

AIRAC Date	State	City	Airport	FDC No.	FDC Date	Subject
17-Sep-15 ...	KS	Syracuse .....	Syracuse-Hamilton County Muni.	5/0596	07/21/15	RNAV (GPS) RWY 36, Orig.
17-Sep-15 ...	NM	Albuquerque .....	Albuquerque Intl Sunport .....	5/0613	07/21/15	RNAV (RNP) Y RWY 21, Orig-A.
17-Sep-15 ...	TX	El Paso .....	El Paso Intl .....	5/0614	07/21/15	RNAV (RNP) Y RWY 4, Orig-D.
17-Sep-15 ...	TX	El Paso .....	El Paso Intl .....	5/0615	07/21/15	RNAV (RNP) Z RWY 4, Orig-C.
17-Sep-15 ...	GA	Atlanta .....	Dekalb-Peachtree .....	5/1465	07/16/15	RNAV (GPS) Y RWY 21L, Amdt 1A.
17-Sep-15 ...	GA	Atlanta .....	Dekalb-Peachtree .....	5/1466	07/16/15	ILS OR LOC RWY 21L, Amdt 8B.
17-Sep-15 ...	VA	Danville .....	Danville Rgnl .....	5/2541	07/15/15	RNAV (GPS) RWY 31, Orig.
17-Sep-15 ...	VA	Brookneal .....	Brookneal/Campbell County ...	5/3677	07/16/15	RNAV (GPS) RWY 6, Orig.
17-Sep-15 ...	GA	Macon .....	Middle Georgia Rgnl .....	5/4287	07/15/15	ILS OR LOC/DME RWY 5, Amdt 1A.
17-Sep-15 ...	GA	Macon .....	Middle Georgia Rgnl .....	5/4288	07/15/15	RNAV (GPS) RWY 5, Amdt 1A.
17-Sep-15 ...	MS	Jackson .....	Jackson-Medgar Wiley Evers Intl.	5/5477	07/16/15	VOR/DME OR TACAN RWY 16R, Orig.
17-Sep-15 ...	MS	Jackson .....	Jackson-Medgar Wiley Evers Intl.	5/5478	07/16/15	VOR/DME OR TACAN RWY 16L, Orig.
17-Sep-15 ...	MS	Jackson .....	Jackson-Medgar Wiley Evers Intl.	5/5479	07/16/15	VOR/DME OR TACAN RWY 34L, Orig.
17-Sep-15 ...	MS	Jackson .....	Jackson-Medgar Wiley Evers Intl.	5/5486	07/16/15	VOR/DME OR TACAN RWY 34R, Orig-A.
17-Sep-15 ...	PA	Meadville .....	Port Meadville .....	5/5667	07/16/15	LOC RWY 25, Amdt 6A.
17-Sep-15 ...	PA	Meadville .....	Port Meadville .....	5/5669	07/16/15	RNAV (GPS) RWY 25, Amdt 1A.
17-Sep-15 ...	PA	Meadville .....	Port Meadville .....	5/5671	07/16/15	RNAV (GPS) RWY 7, Amdt 1A.
17-Sep-15 ...	PA	Meadville .....	Port Meadville .....	5/5672	07/16/15	VOR RWY 7, Amdt 8A.
17-Sep-15 ...	TX	Rockport .....	Aransas Co .....	5/6318	07/21/15	VOR/DME OR TACAN-A, Amdt 9.
17-Sep-15 ...	NC	Washington .....	Warren Field .....	5/6319	07/21/15	LOC RWY 5, Amdt 1B.
17-Sep-15 ...	NC	Washington .....	Warren Field .....	5/6436	07/21/15	VOR/DME RWY 5, Amdt 3.
17-Sep-15 ...	NC	Washington .....	Warren Field .....	5/6437	07/21/15	RNAV (GPS) RWY 17, Amdt 1.
17-Sep-15 ...	NC	Washington .....	Warren Field .....	5/6438	07/21/15	RNAV (GPS) RWY 23, Amdt 1.

AIRAC Date	State	City	Airport	FDC No.	FDC Date	Subject
17-Sep-15 ...	NC	Washington .....	Warren Field .....	5/6439	07/21/15	RNAV (GPS) RWY 35, Amdt 1.
17-Sep-15 ...	NC	Washington .....	Warren Field .....	5/6440	07/21/15	Takeoff Minimums and (Obstacle) DP, Amdt 1.
17-Sep-15 ...	NC	Washington .....	Warren Field .....	5/6528	07/21/15	RNAV (GPS) RWY 5, Amdt 1A.
17-Sep-15 ...	NC	North Wilkesboro ....	Wilkes County .....	5/8443	07/15/15	ILS OR LOC RWY 1, Orig-B.
17-Sep-15 ...	VT	Newport .....	Newport State .....	5/9046	07/15/15	RNAV (GPS) RWY 36, Orig-A.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31031; Amdt. No. 3655]

#### 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 removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) 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 21, 2015. 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 21, 2015.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

#### For Examination

1. U.S. Department of Transportation, Docket Ops-M30, 1200 New Jersey Avenue SE., West Bldg., Ground Floor, Washington, DC, 20590-0001.

2. The FAA Air Traffic Organization Service Area in which the affected airport is located;

3. The office of Aeronautical Navigation Products, 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](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 the National Flight Data Center at [nfdc.faa.gov](http://nfdc.faa.gov) to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from the FAA Air Traffic Organization Service Area 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 removes SIAPs, Takeoff Minimums and/or ODPS. The complete regulatory 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, their complex nature, and the need for a special format make publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, Takeoff

Minimums or ODPs, but instead 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, Takeoff Minimums and ODP listed on FAA form documents is unnecessary. This amendment provides the affected CFR sections and specifies the types of SIAPs, Takeoff Minimums and ODPs with their applicable effective dates. This amendment also identifies the airport and its location, the procedure, and the amendment number.

#### Availability and Summary of Material Incorporated by Reference

The material incorporated by reference is publicly available as listed in the **ADDRESSES** section.

The material incorporated by reference describes SIAPs, Takeoff Minimums and/or ODPS as identified in the amendatory language for part 97 of this final rule.

#### The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP, Takeoff Minimums and ODP as Amended 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 that 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