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Issued in Renton, Washington, on June 10, 2010.

Jeffrey E. Duven,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

14 CFR Part 97

[Docket No. 30730; Amdt. No. 3379]

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 June 23, 2010. 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 June 23, 2010.

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:

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 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 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 June 11, 2010.

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, 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
29-Jul-10	AK	Fairbanks	Fairbanks Intl	0/0892	5/25/10	RNAV (GPS) RWY 2L, ORIG.
29-Jul-10	AK	Middleton Island	Middleton Island	0/0958	5/25/10	VOR/DME RWY 19, AMDT 5.
29-Jul-10	AK	Middleton Island	Middleton Island	0/0959	5/25/10	VOR RWY 1, AMDT 2.
29-Jul-10	AK	Middleton Island	Middleton Island	0/0961	5/25/10	RNAV (GPS) RWY 19, ORIG.
29-Jul-10	AK	Middleton Island	Middleton Island	0/0962	5/25/10	RNAV (GPS) RWY 1, ORIG.
29-Jul-10	FL	Okeechobee	Okeechobee County	0/1147	5/25/10	RNAV (GPS) RWY 14, ORIG.
29-Jul-10	FL	Okeechobee	Okeechobee County	0/1148	5/25/10	RNAV (GPS) RWY 32, ORIG.
29-Jul-10	CO	Burlington	Kit Carson County	0/1503	5/25/10	NDB RWY 15, AMDT 1.
29-Jul-10	NH	Manchester	Manchester	0/1601	5/25/10	VOR/DME OR GPS RWY 17, ORIG-C.
29-Jul-10	NY	East Hampton	East Hampton	0/1697	5/25/10	RNAV (GPS) Z RWY 10, ORIG.
29-Jul-10	NY	Shirley	Brookhaven	0/1698	5/25/10	RNAV (GPS) Z RWY 24, ORIG.
29-Jul-10	VA	Charlottesville	Charlottesville-Albemarle	0/1699	5/25/10	RNAV (GPS) Z RWY 21, ORIG-A.
29-Jul-10	NH	Whitefield	Mount Washington Regional	0/1700	5/25/10	RNAV (GPS) Z RWY 10, ORIG.
29-Jul-10	NY	Ithaca	Ithaca Tompkins Rgnl	0/1701	5/25/10	RNAV (GPS) Z RWY 14, ORIG.
29-Jul-10	MD	Baltimore	Baltimore-Washington Intl Thurgood Marshall.	0/1702	5/25/10	ILS RWY 15R, AMDT 15B.
29-Jul-10	IA	Cherokee	Cherokee County Rgnl	0/2102	5/25/10	RNAV (GPS) Z RWY 36, ORIG.
29-Jul-10	NM	Socorro	Socorro Muni	0/2103	6/4/10	RNAV (GPS) Z RWY 33, ORIG.
29-Jul-10	CA	Arcata/Eureka	Arcata	0/2180	6/4/10	ILS RWY 32, AMDT 29C.
29-Jul-10	WA	Renton	Renton Muni	0/2188	5/25/10	RNAV (GPS) Z RWY 16, AMDT 1.
29-Jul-10	OR	The Dalles	Columbia Gorge Regional/The Dalles Muni.	0/2189	5/25/10	LDA/DME RWY 25, ORIG.
29-Jul-10	AZ	Kingman	Kingman	0/2191	5/25/10	RNAV (GPS) Z RWY 21, ORIG.
29-Jul-10	OR	Redmond	Roberts Field	0/2193	5/25/10	RNAV (GPS) Z RWY 28, ORIG.
29-Jul-10	WA	Yakima	Yakima Air Terminal/McAllister Field.	0/2194	5/25/10	ILS Z RWY 27, AMDT 27.
29-Jul-10	WA	Yakima	Yakima Air Terminal/McAllister Field.	0/2195	5/25/10	RNAV (GPS) Z RWY 27, ORIG.
29-Jul-10	WA	Yakima	Yakima Air Terminal/Mcallister Field.	0/2196	5/25/10	ILS Y RWY 27, ORIG.
29-Jul-10	GA	Dalton	Dalton Muni	0/2418	5/26/10	RNAV (GPS) RWY 14, ORIG-A.
29-Jul-10	GA	Dalton	Dalton Muni	0/2419	5/26/10	ILS OR LOC RWY 14, ORIG-A.
29-Jul-10	GA	Dalton	Dalton Muni	0/2420	5/26/10	RNAV (GPS) RWY 32, ORIG.
29-Jul-10	CT	Groton/New London	Groton-New London	0/2589	5/27/10	TAKEOFF MINIMUMS AND OB-STACLE DP, AMDT 7.
29-Jul-10	WA	Seattle	Boeing Field/King County Intl	0/2663	6/7/10	ILS RWY 13R, AMDT 29.
29-Jul-10	CA	Van Nuys	Van Nuys	0/2665	5/27/10	ILS RWY 16R, AMDT 5C.
29-Jul-10	OR	Astoria	Astoria Rgnl	0/2666	6/7/10	ILS RWY 26, AMDT 2B.
29-Jul-10	NV	Reno	Reno/Tahoe Intl	0/2668	5/27/10	RNAV (GPS) Y RWY 34L, ORIG.
29-Jul-10	CA	Salinas	Salinas Muni	0/2669	5/27/10	RNAV (GPS) Z RWY 31, ORIG.
29-Jul-10	NV	Reno	Reno/Tahoe Intl	0/2670	5/27/10	RNAV (GPS) Y RWY 34R, ORIG.
29-Jul-10	CA	Salinas	Salinas Muni	0/2671	5/27/10	ILS RWY 31, AMDT 5C.
29-Jul-10	CA	Orland	Haigh Field	0/2708	5/27/10	VOR OR GPS A, AMDT 6.
29-Jul-10	HI	Honolulu	Honolulu Intl	0/2769	5/27/10	RNAV (RNP) Z RWY 8L, ORIG.
29-Jul-10	TX	San Angelo	San Angelo Regional/Mathis Fld.	0/2779	6/8/10	VOR/DME OR TACAN RWY 3, ORIG-A.
29-Jul-10	TX	San Angelo	San Angelo Regional/Mathis Fld.	0/2780	6/8/10	RADAR-1, AMDT 1.
29-Jul-10	TX	San Angelo	San Angelo Regional/Mathis Fld.	0/2781	6/8/10	ILS RWY 3, AMDT 21.
29-Jul-10	AL	Enterprise	Enterprise Muni	0/3150	6/8/10	VOR RWY 5, AMDT 4.
29-Jul-10	AL	Enterprise	Enterprise Muni	0/3152	6/8/10	RNAV (GPS) RWY 5, AMDT 1.
29-Jul-10	MT	Billings	Billings Logan Intl	0/3487	6/9/10	LOC/DME RWY 28R, ORIG-B.
29-Jul-10	IA	Cedar Rapids	The Eastern Iowa	0/3944	6/3/10	RNAV (GPS) RWY 26, ORIG.
29-Jul-10	IA	Cedar Rapids	The Eastern Iowa	0/3947	6/3/10	VOR/DME RWY 8, ORIG.
29-Jul-10	IA	Cedar Rapids	The Eastern Iowa	0/3949	6/3/10	VOR RWY 26, ORIG.
29-Jul-10	IA	Cedar Rapids	The Eastern Iowa	0/3950	6/3/10	RNAV (GPS) RWY 8, ORIG.

AIRAC date	State	City	Airport	FDC No.	FDC date	Subject
29-Jul-10	CA	San Diego	Montgomery Field	0/4634	6/9/10	TAKEOFF MINIMUMS AND OBSTACLE DP, AMDT 3.
29-Jul-10	CQ	Saipan	Francisco C. Ada/Saipan Intl ..	0/9757	3/16/10	ILS OR LOC/DME RWY 7, AMDT 5A.

[FR Doc. 2010-14980 Filed 6-22-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30729 ; Amdt. No. 3378]

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 June 23, 2010. 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 June 23, 2010.

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 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