

AIRAC date	State	City	Airport	FDC No.	FDC date	Subject
11-Dec-14 .....	SC	Charleston .....	Charleston AFB/Intl .....	4/8597	10/22/14	RNAV (RNP) Z RWY 21, Orig-A.
11-Dec-14 .....	TN	Knoxville .....	Knoxville Downtown Island .....	4/8608	10/22/14	RNAV (GPS) RWY 26, Orig-A.
11-Dec-14 .....	SC	Charleston .....	Charleston AFB/Intl .....	4/8609	10/22/14	RNAV (GPS) Y RWY 3, Amdt 2A.
11-Dec-14 .....	SC	Charleston .....	Charleston AFB/Intl .....	4/8614	10/22/14	RNAV (RNP) Z RWY 3, Orig-A.
11-Dec-14 .....	SC	Charleston .....	Charleston AFB/Intl .....	4/8637	10/22/14	RNAV (GPS) Y RWY 33, Amdt 3A.
11-Dec-14 .....	SC	Charleston .....	Charleston AFB/Intl .....	4/8643	10/22/14	RNAV (GPS) Y RWY 15, Amdt 3A.
11-Dec-14 .....	SC	Charleston .....	Charleston AFB/Intl .....	4/8648	10/22/14	RNAV (RNP) Z RWY 15, Orig-A.
11-Dec-14 .....	SC	Charleston .....	Charleston AFB/Intl .....	4/8651	10/22/14	ILS OR LOC/DME RWY 33, Amdt 8A.
11-Dec-14 .....	FL	Destin .....	Destin-Fort Walton Beach .....	4/8942	10/21/14	RNAV (GPS) RWY 32, Amdt 1.
11-Dec-14 .....	FL	Destin .....	Destin-Fort Walton Beach .....	4/8943	10/21/14	RNAV (GPS) RWY 14, Amdt 2.
11-Dec-14 .....	PA	Pittsburgh .....	Allegheny County .....	4/9273	10/22/14	ILS OR LOC RWY 10, Amdt 6.
11-Dec-14 .....	PA	Pittsburgh .....	Allegheny County .....	4/9274	10/30/14	RNAV (GPS) RWY 10, Amdt 4.
11-Dec-14 .....	PA	Pittsburgh .....	Allegheny County .....	4/9276	10/22/14	ILS OR LOC RWY 28, Amdt 29.
11-Dec-14 .....	TN	Nashville .....	Nashville Intl .....	4/9446	10/24/14	RNAV (GPS) Y RWY 2C, Amdt 1B.
11-Dec-14 .....	TN	Nashville .....	Nashville Intl .....	4/9449	10/24/14	ILS OR LOC/DME RWY 20L, Amdt 6.
11-Dec-14 .....	TN	Nashville .....	Nashville Intl .....	4/9451	10/24/14	ILS OR LOC RWY 20R, Amdt 10B.
11-Dec-14 .....	TN	Nashville .....	Nashville Intl .....	4/9453	10/24/14	ILS OR LOC RWY 2C, Amdt 1B.
11-Dec-14 .....	TN	Nashville .....	Nashville Intl .....	4/9456	10/24/14	RNAV (GPS) Y RWY 20L, Amdt 2.
11-Dec-14 .....	TN	Nashville .....	Nashville Intl .....	4/9460	10/24/14	RNAV (GPS) Y RWY 2L, Amdt 2.
11-Dec-14 .....	TN	Nashville .....	Nashville Intl .....	4/9461	10/24/14	RNAV (GPS) Y RWY 2R, Amdt 2.
11-Dec-14 .....	TN	Nashville .....	Nashville Intl .....	4/9462	10/24/14	RNAV (GPS) Y RWY 20R, Amdt 2B.
11-Dec-14 .....	TN	Nashville .....	Nashville Intl .....	4/9469	10/24/14	RNAV (RNP) Z RWY 20L, Amdt 2.
11-Dec-14 .....	TN	Nashville .....	Nashville Intl .....	4/9470	10/24/14	RNAV (RNP) Z RWY 20R, Amdt 2.
11-Dec-14 .....	AR	Camden .....	Harrell Field .....	4/9682	10/28/14	RNAV (GPS) RWY 1, Amdt 1.
11-Dec-14 .....	SC	Aiken .....	Aiken Muni .....	4/9754	10/24/14	ILS OR LOC/DME RWY 7, Orig-B.
11-Dec-14 .....	SC	Aiken .....	Aiken Muni .....	4/9755	10/24/14	RNAV (GPS) RWY 25, Amdt 1A.
11-Dec-14 .....	SC	Aiken .....	Aiken Muni .....	4/9756	10/24/14	RNAV (GPS) RWY 7, Amdt 1A.
11-Dec-14 .....	SC	Aiken .....	Aiken Muni .....	4/9758	10/24/14	NDB RWY 25, Amdt 10A.
11-Dec-14 .....	TN	Nashville .....	Nashville Intl .....	4/9766	10/24/14	ILS OR LOC RWY 2L, ILS RWY 2L (SA CAT I), ILS RWY 2L (CAT II-III), Amdt 10.
11-Dec-14 .....	OK	Pryor .....	Mid-America Industrial .....	4/9913	10/28/14	VOR/DME OR GPS A, Orig.
11-Dec-14 .....	GA	Cochran .....	Cochran .....	4/9948	10/22/14	RNAV (GPS) RWY 11, Amdt 1.
11-Dec-14 .....	GA	Thomson .....	Thomson-McDuffie County .....	4/9973	10/22/14	ILS OR LOC/NDB RWY 10, Amdt 1.

[FR Doc. 2014-28237 Filed 12-2-14; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 97**

[Docket No. 30988 Amdt. No. 3617]

**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 December 3, 2014. 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 December 3, 2014.

**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](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 CFRs 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 November 7, 2014.

**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 11 DECEMBER 2014**

Blytheville, AR, Arkansas Intl, ILS OR LOC/ DME RWY 18, Amdt 2  
Blytheville, AR, Arkansas Intl, RNAV (GPS) RWY 18, Amdt 3  
Blytheville, AR, Arkansas Intl, RNAV (GPS) RWY 36, Amdt 3  
Blytheville, AR, Arkansas Intl, Takeoff Minimums and Obstacle DP, Amdt 1  
Blytheville, AR, Arkansas Intl, VOR RWY 18, Amdt 1, CANCELED  
Blytheville, AR, Arkansas Intl, VOR RWY 36, Amdt 1, CANCELED  
New Bedford, MA, New Bedford Rgnl, ILS OR LOC RWY 5, Amdt 26  
New Bedford, MA, New Bedford Rgnl, LOC BC RWY 23, Amdt 13  
New Bedford, MA, New Bedford Rgnl, NDB RWY 5, Amdt 12, CANCELED  
New Bedford, MA, New Bedford Rgnl, RNAV (GPS) RWY 5, Amdt 1  
New Bedford, MA, New Bedford Rgnl, RNAV (GPS) RWY 23, Amdt 1  
Pittsfield, MA, Pittsfield Muni, LOC/DME RWY 26, Amdt 9  
Pittsfield, MA, Pittsfield Muni, RNAV (GPS) RWY 8, Amdt 1  
Pittsfield, MA, Pittsfield Muni, RNAV (GPS) RWY 26, Amdt 1  
Baltimore, MD, Baltimore/Washington Intl Thurgood Marshall, RNAV (GPS) Y RWY 33L, Amdt 4  
Baltimore, MD, Baltimore/Washington Intl Thurgood Marshall, RNAV (RNP) Z RWY 33L, Amdt 3  
South Haven, MI, South Haven Area Rgnl, RNAV (GPS) RWY 5, Amdt 1B

South Haven, MI, South Haven Area Rgnl, RNAV (GPS) RWY 23, Amdt 1B  
 Falls City, NE, Brenner Field, NDB-A, Amdt 3C  
 Falls City, NE, Brenner Field, RNAV (GPS) RWY 15, Amdt 1  
 Falls City, NE, Brenner Field, RNAV (GPS) RWY 33, Amdt 2  
 Falls City, NE, Brenner Field, Takeoff Minimums and Obstacle DP, Amdt 4  
 Sussex, NJ, Sussex, RNAV (GPS) RWY 3, Orig-A  
 Pottstown, PA, Heritage Field, RNAV (GPS) RWY 28, Orig-A  
 Canadian, TX, Hemphill County, RNAV (GPS) RWY 22, Amdt 2  
 Gordonsville, VA, Gordonsville Muni, RNAV (GPS) RWY 5, Orig, CANCELED  
 Gordonsville, VA, Gordonsville Muni, RNAV (GPS) RWY 23, Orig, CANCELED  
 Gordonsville, VA, Gordonsville Muni, RNAV (GPS)-A, Orig  
 Gordonsville, VA, Gordonsville Muni, RNAV (GPS)-B, Orig

#### Effective 8 JANUARY 2015

Fairbanks, AK, Fairbanks Intl, ILS OR LOC RWY 2L, ILS RWY 2L (SA CAT I), ILS RWY 2L (CAT II), ILS RWY 2L (CAT III), Amdt 10  
 Fairbanks, AK, Fairbanks Intl, ILS OR LOC RWY 20R, ILS RWY 20R (SA CAT I), ILS RWY 20R (SA CAT II), Amdt 25  
 Fairbanks, AK, Fairbanks Intl, RNAV (GPS) RWY 2R, Amdt 1  
 Fairbanks, AK, Fairbanks Intl, RNAV (GPS) RWY 20L, Amdt 1  
 Fairbanks, AK, Fairbanks Intl, RNAV (GPS) Y RWY 2L, Amdt 1  
 Fairbanks, AK, Fairbanks Intl, Takeoff Minimums and Obstacle DP, Amdt 6  
 Fairbanks, AK, Fairbanks Intl, VOR/DME OR TACAN RWY 20R, Amdt 1  
 Murrieta/Temecula, CA, French Valley, RNAV (GPS) RWY 18, Amdt 2  
 Mount Carmel, IL, Mount Carmel Muni, VOR/DME RWY 22, Amdt 10A  
 Liberal, KS, Liberal Mid-America Rgnl, Takeoff Minimums and Obstacle DP, Amdt 6  
 Gonzales, LA, Louisiana Rgnl, RNAV (GPS) RWY 17, Amdt 1B  
 Gonzales, LA, Louisiana Rgnl, VOR/DME-A, Amdt 2A  
 Cut Bank, MT, Cut Bank Intl, RNAV (GPS) RWY 14, Orig  
 Cut Bank, MT, Cut Bank Intl, RNAV (GPS) RWY 32, Orig  
 Sylva, NC, Jackson County, RNAV (GPS) RWY 33, Orig  
 Sylva, NC, Jackson County, Takeoff Minimums and Obstacle DP, Orig  
 Omaha, NE, Eppley Airfield, ILS OR LOC/DME RWY 14R, ILS RWY 14R (SA CAT I), ILS RWY 14R (CAT II), ILS RWY 14R (CAT III), Amdt 5A  
 Omaha, NE, Eppley Airfield, ILS OR LOC/DME RWY 18, Amdt 9A  
 Omaha, NE, Eppley Airfield, RNAV (GPS) Y RWY 14R, Amdt 2  
 Omaha, NE, Eppley Airfield, RNAV (GPS) Y RWY 18, Amdt 3  
 Omaha, NE, Eppley Airfield, VOR/DME RWY 32L, Amdt 12  
 Farmingdale, NY, Republic, Takeoff Minimums and Obstacle DP, Amdt 7

Altus, OK, Altus/Quartz Mountain Rgnl, RNAV (GPS) RWY 17, Amdt 1  
 Altus, OK, Altus/Quartz Mountain Rgnl, RNAV (GPS) RWY 35, Amdt 1  
 Altus, OK, Altus/Quartz Mountain Rgnl, VOR-A, Orig  
 Altus, OK, Altus/Quartz Mountain Rgnl, VOR-A, Amdt 4D, CANCELED  
 Altus, OK, Altus/Quartz Mountain Rgnl, VOR-B, Amdt 1, CANCELED  
 Oklahoma City, OK, Wiley Post, RNAV (GPS) RWY 17L, Amdt 2  
 Portland, OR, Portland-Troutdale, NDB OR GPS-A, Amdt 8B, CANCELED  
 Portland, OR, Portland-Troutdale, RNAV (GPS)-A, Orig  
 Rapid City, SD, Rapid City Rgnl, ILS OR LOC RWY 32, Amdt 20

RESCINDED: On October 24, 2014 (79 FR 63530), the FAA published an Amendment in Docket No. 30979, Amdt No. 3609, to Part 97 of the Federal Aviation Regulations under section 97.33. The following entries for South Haven, MI, effective November 13, 2014 are hereby rescinded in their entirety:

South Haven, MI, South Haven Area Rgnl, RNAV (GPS) RWY 5, Amdt 1B  
 South Haven, MI, South Haven Area Rgnl, RNAV (GPS) RWY 23, Amdt 1B

[FR Doc. 2014-28245 Filed 12-2-14; 8:45 am]

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 110

[Docket No. USCG-2013-0841]

RIN 1625-AA01

### Anchorage Regulations: Anchorage Grounds, Los Angeles and Long Beach Harbors, California

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

**SUMMARY:** The Coast Guard is disestablishing Commercial Anchorage “A” and is revising the permission and notification requirements in the regulations for the anchorage grounds of Los Angeles and Long Beach Harbors, California. Commercial Anchorage “A” has become the location of a Submerged Material Storage Site and is no longer usable. Revised permission and notification requirements affect the six commercial anchorages within the breakwater of the Ports of Los Angeles and Long Beach that can accommodate vessels with lengths exceeding 800 feet overall and drafts greater than 40 feet. This revision requires vessels using these deep draft anchorages for more than 48 hours to obtain extended anchorage permission from the Captain of the Port (COTP) Los Angeles-Long

Beach. This action will assist the COTP and the Pilots for the Ports of Los Angeles and Long Beach to reduce congestion in the deep draft anchorage grounds within the harbor breakwater.

**DATES:** This rule is effective January 2, 2015.

**ADDRESSES:** Documents mentioned in this preamble are part of docket USCG-2013-0841. To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, type the docket number in the “SEARCH” box and click “SEARCH.” Click on the Open Docket Folder on the line associated with this rulemaking. You may also visit the Docket Management Facility in Room w12-140 on the ground floor of the Department of Transportation, West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except federal holidays.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this rule, call or email Lieutenant Junior Grade Zachary Bonheim, Waterways Management Division, U.S. Coast Guard District 11, telephone (510) 437-3801, email [zachary.w.bonheim@uscg.mil](mailto:zachary.w.bonheim@uscg.mil). If you have questions on viewing or submitting material to the docket, call Cheryl Collins, Program Manager, Docket Operations, telephone (202) 366-9826.

#### SUPPLEMENTARY INFORMATION:

#### Table of Acronyms

COTP Captain of the Port  
 DHS Department of Homeland Security  
 FR Federal Register  
 NPRM Notice of Proposed Rulemaking

#### A. Regulatory History and Information

On February 25, 2014, we published a Notice of Proposed Rulemaking (NPRM) entitled, “Anchorage Regulations: Anchorage Grounds, Los Angeles and Long Beach Harbors, California,” in the **Federal Register** (79 FR 10438). We received one comment on the NPRM. There was no request for a public meeting. A public meeting was not held.

#### B. Basis and Purpose

The legal basis for this rule is: 33 U.S.C. 471, 1221 through 1236, 2030, 2035, 2071; 33 CFR 1.05-1; and Department of Homeland Security Delegation No. 0170.1, which collectively authorize the Coast Guard to define anchorage grounds.

Section 110.214(b)(1) of 33 CFR establishes Commercial Anchorage “A” within Los Angeles Harbor. Commercial Anchorage “A” is a circular area with a radius of 400 yards, centered in position