

comments were received. Subsequent to publication, the FAA's Aeronautical Products office made further adjustments to the geographic coordinates listed in the regulatory text, and these are included in this rulemaking.

Class E airspace designations are published in paragraph 6002 and 6005, respectively, of FAA Order 7400.9V dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in that Order.

### The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) Part 71 by modifying Class E surface airspace, and Class E airspace extending upward from 700 feet above the surface, at Tonopah Airport, Tonopah, NV, to accommodate IFR aircraft executing new RNAV (GPS) standard instrument approach procedures at the airport. Also, the geographic coordinates of the airport are updated to coincide with the FAA's aeronautical database. Additionally, the latitude and longitude coordinates in the text of Class E airspace listed under paragraph 6005 are adjusted to be in concert with the FAA's aeronautical database. This action is necessary for the safety and management of IFR operations. With the exception of editorial changes and the changes noted above, this rule is the same as that proposed in the notice of proposed rulemaking July 8, 2011.

The FAA has determined this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation: (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. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the U.S. Code. Subtitle 1, Section 106 discusses 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 I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it creates additional controlled airspace at Tonopah Airport, Tonopah, NV.

### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR Part 71 as follows:

### PART 71—DESIGNATION OF CLASS A, B, C, D AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

- 1. The authority citation for 14 CFR Part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

#### § 71.1 [Amended]

- 2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9V, Airspace Designations and Reporting Points, dated August 9, 2011, and effective September 15, 2011 is amended as follows:

*Paragraph 6002 Class E airspace designated as surface areas.*

\* \* \* \* \*

#### AWP NV E2 Tonopah, NV [Modified]

Tonopah Airport, NV  
(Lat. 38°03'37" N., long. 117°05'13" W.)

Within a 8.2-mile radius of the Tonopah Airport and within 2 miles each side of the 358° bearing from the Tonopah Airport extending from the 8.2-mile radius to 10.5 miles north of the Tonopah Airport, and within 2 miles each side of the Tonopah Airport 117° bearing extending from the 8.2-mile radius to 11.5 miles southeast of the Tonopah Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

#### AWP NV E5 Tonopah, NV [Modified]

Tonopah Airport, NV  
(Lat. 38°03'37" N., long. 117°05'13" W.)

That airspace extending upward from 700 feet above the surface within a 10.7-mile

radius of the Tonopah Airport, and that airspace northwest of the Tonopah Airport bounded by a line beginning at lat. 38°10'16" N., long. 117°15'50" W.; to lat. 38°12'00" N., long. 117°17'00" W.; to lat. 38°18'00" N., long. 117°17'00" W.; to lat. 38°18'00" N., long. 117°03'00" W.; to lat. 38°14'13" N., long. 117°03'13" W.; thence clockwise via the 10.7-mile radius of the Tonopah Airport to lat. 38°00'36" N., long. 116°52'13" W.; to lat. 38°00'09" N., long. 116°51'06" W.; to lat. 37°56'35" N., long. 116°53'24" W.; to lat. 37°57'02" N., long. 116°54'31" W.; thence clockwise via the 10.7-mile radius of the Tonopah Airport to the point of beginning. That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at lat. 37°52'46" N., long. 117°05'41" W.; to lat. 37°39'00" N., long. 117°22'00" W.; to lat. 37°35'00" N., long. 117°36'00" W.; to lat. 37°56'00" N., long. 117°54'00" W.; to lat. 37°56'50" N., long. 117°32'00" W.; to lat. 38°08'00" N., long. 117°41'00" W.; to lat. 38°18'00" N., long. 117°24'00" W.; to lat. 38°18'00" N., long. 117°00'00" W.; to lat. 38°14'00" N., long. 117°00'00" W.; to lat. 38°17'00" N., long. 116°36'00" W.; to lat. 38°00'00" N., long. 116°33'00" W.; to lat. 37°59'30" N., long. 116°38'30" W.; to lat. 37°53'00" N., long. 116°38'30" W.; thence to the point of beginning.

Issued in Seattle, Washington, on September 1, 2011.

**Robert Henry,**

*Acting Manager, Operations Support Group, Western Service Center.*

[FR Doc. 2011–23297 Filed 9–14–11; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30801; Amdt. No. 3442]

### 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 September 15, 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 September 15, 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 September 2, 2011.

**Ray Towles,**

*Deputy 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 September 2011*

Abbeville, LA, Abbeville Chris Crusta Memorial, LOC RWY 16, Orig.

*Effective 20 October 2011*

Anchorage, AK, Ted Stevens Anchorage Intl, ILS OR LOC/DME RWY 7R; ILS RWY 7R (CAT II); ILS RWY 7R (CAT III), Amdt 1  
Anchorage, AK, Ted Stevens Anchorage Intl, RNAV (GPS) RWY 7R, Amdt 3

De Queen, AR, J Lynn Helms Sevier County, NDB RWY 8, Amdt 5A, CANCELLED

Heber Springs, AR, Heber Springs Muni, Takeoff Minimums and Obstacle DP, Orig

Searcy, AR, Searcy Muni, Takeoff Minimums and Obstacle DP, Orig

Telluride, CO, Telluride Rgnl, GPS RWY 9, Amdt 1A, CANCELLED

Telluride, CO, Telluride Rgnl, RNAV (GPS) RWY 9, Orig

Bridgeport, CT, Igor I. Sikorsky Memorial, Takeoff Minimums and Obstacle DP, Amdt 5

Atlanta, GA, Hartsfield-Jackson Atlanta Intl, Takeoff Minimums and Obstacle, DP, Amdt 4

Corning, IA, Corning Muni, NDB RWY 18, Amdt 2, CANCELLED

Indianapolis, IN, Eagle Creek Airpark, Takeoff Minimums and Obstacle DP, Amdt 2

Indianapolis, IN, Greenwood Muni, Takeoff Minimums and Obstacle DP, Amdt 3

Indianapolis, IN, Indianapolis Executive, Takeoff Minimums and Obstacle DP, Amdt 1

Shelbyville, IN, Shelbyville Muni, Takeoff Minimums and Obstacle DP, Amdt 5

Leesville, LA, Leesville, NDB RWY 36, Amdt 2, Orig

Leesville, LA, Leesville, RNAV (GPS) RWY 18, Orig

Leesville, LA, Leesville, RNAV (GPS) RWY 36, Amdt 1

Leesville, LA, Leesville, Takeoff Minimums and Obstacle DP, Orig

Traverse City, MI, Cherry Capital, ILS OR LOC RWY 28, Amdt 13

Butler, MO, Butler Memorial, Takeoff Minimums and Obstacle DP, Orig

Marshall, MO, Marshall Memorial Muni, NDB RWY 36, Amdt 4

Marshall, MO, Marshall Memorial Muni, RNAV (GPS) RWY 18, Amdt 2A

Marshall, MO, Marshall Memorial Muni, RNAV (GPS) RWY 36, Amdt 3

Teterboro, NJ, Teterboro, Takeoff Minimums and Obstacle DP, Amdt 7

Ely, NV, Ely Arprt-Yelland Fld, ELY TWO Graphic DP

Akron, OH, Akron-Canton Rgnl, ILS OR LOC RWY 5, Orig-A

Akron, OH, Akron-Canton Rgnl, ILS OR LOC RWY 23, Amdt 11A

Cincinnati, OH, Cincinnati Muni Airport—Lunken Field, NDB RWY 25, Amdt 11

New Philadelphia, OH, Harry Clever Field, GPS RWY 14, Amdt 1, CANCELLED

New Philadelphia, OH, Harry Clever Field, RNAV (GPS) RWY 14, Orig

New Philadelphia, OH, Harry Clever Field, Takeoff Minimums and Obstacle DP, Amdt 3

New Philadelphia, OH, Harry Clever Field, VOR—A, Amdt 2

New Philadelphia, OH, Harry Clever Field, VOR/DME OR GPS—B, Amdt 2B, CANCELLED

Ardmore, OK, Ardmore Muni, ILS OR LOC RWY 31, Amdt 5

Ardmore, OK, Ardmore Muni, RNAV (GPS) RWY 13, Orig

Ardmore, OK, Ardmore Muni, RNAV (GPS) RWY 31, Amdt 1

Ardmore, OK, Ardmore Muni, Takeoff Minimums and Obstacle DP, Amdt 2

Salem, OR, McNary Field, Takeoff Minimums and Obstacle DP, Amdt 8

Meadville, PA, Port Meadville, LOC RWY 25, Amdt 6

Meadville, PA, Port Meadville, VOR RWY 7, Amdt 8

Greenville, TX, Majors, ILS OR LOC Y RWY 17, Orig

Greenville, TX, Majors, ILS OR LOC Z RWY 17, Amdt 7A

Greenville, TX, Majors, TACAN RWY 17, Orig

Greenville, TX, Majors, TACAN RWY 35, Orig

Wheeler, TX, Wheeler Muni, RNAV (GPS) RWY 17, Orig

Wheeler, TX, Wheeler Muni, RNAV (GPS) RWY 35, Orig

Wheeler, TX, Wheeler Muni, VOR/DME—A, Amdt 2

Milwaukee, WI, General Mitchell Intl, Takeoff Minimums and Obstacle DP, Amdt 7

Mineral Point, WI, Iowa County, Takeoff Minimums and Obstacle DP, Orig

[FR Doc. 2011–23182 Filed 9–14–11; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30802; Amdt. No. 3443]

#### 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 September 15, 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 September 15, 2011.

**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](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](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**