

- Louisville, KY, Louisville Intl-Standiford Field, ILS OR LOC RWY 17R, Amdt 2
- Louisville, KY, Louisville Intl-Standiford Field, ILS OR LOC RWY 35L, ILS RWY 35L (SA CAT I), ILS RWY 35L (CAT II), ILS RWY 35L (CAT III), Amdt 3
- Louisville, KY, Louisville Intl-Standiford Field, ILS OR LOC RWY 35R, ILS RWY 35R (SA CAT I), ILS RWY 35R (CAT II), ILS RWY 35R (CAT III), Amdt 4
- Louisville, KY, Louisville Intl-Standiford Field, RNAV (GPS) Y RWY 17L, Amdt 1
- Louisville, KY, Louisville Intl-Standiford Field, RNAV (GPS) Y RWY 17R, Amdt 1
- Louisville, KY, Louisville Intl-Standiford Field, RNAV (GPS) Y RWY 35L, Amdt 1
- Louisville, KY, Louisville Intl-Standiford Field, RNAV (GPS) Y RWY 35R, Amdt 1
- Jonesboro, LA, Jonesboro, NDB OR GPS RWY 35, Amdt 1, CANCELLED
- Jonesboro, LA, Jonesboro, RNAV (GPS) RWY 18, Orig
- Jonesboro, LA, Jonesboro, RNAV (GPS) RWY 36, Orig
- Jonesboro, LA, Jonesboro, Takeoff Minimums and Obstacle DP, Orig
- Lake Charles, LA, Chennault Intl, RADAR 1, Amdt 1B
- Lake Charles, LA, Chennault Intl, VOR RWY 33, Amdt 4, CANCELLED
- Monroe, LA, Monroe Rgnl, RNAV (GPS) RWY 32, Orig
- New Orleans, LA, Louis Armstrong New Orleans Intl, ILS OR LOC RWY 1, Amdt 17
- New Orleans, LA, Louis Armstrong New Orleans Intl, ILS OR LOC RWY 28, Amdt 9
- New Orleans, LA, Louis Armstrong New Orleans Intl, RNAV (GPS) RWY 1, Amdt 1
- New Orleans, LA, Louis Armstrong New Orleans Intl, RNAV (GPS) Y RWY 28, Amdt 3
- New Orleans, LA, Louis Armstrong New Orleans Intl, RNAV (RNP) Z RWY 28, Amdt 1
- New Bedford, MA, New Bedford Rgnl, RNAV (GPS) RWY 14, Orig
- New Bedford, MA, New Bedford Rgnl, RNAV (GPS) RWY 32, Orig
- Southbridge, MA, Southbridge Muni, VOR/DME-B, Amdt 9
- Millinocket, ME, Millinocket Muni, RNAV (GPS) RWY 11, Orig
- Millinocket, ME, Millinocket Muni, RNAV (GPS) RWY 29, Amdt 1
- Alma, MI, Gratiot Community, RNAV (GPS) RWY 9, Amdt 1
- Alma, MI, Gratiot Community, RNAV (GPS) RWY 27, Amdt 1
- Escanaba, MI, Delta County, RNAV (GPS) RWY 27, Amdt 1
- Rochester, MN, Rochester Intl, RNAV (GPS) RWY 2, Amdt 3
- Rochester, MN, Rochester Intl, RNAV (GPS) RWY 20, Amdt 2
- Rochester, MN, Rochester Intl, RNAV (GPS) RWY 31, Amdt 1
- Staples, MN, Staples Muni, NDB RWY 14, Amdt 3
- Staples, MN, Staples Muni, RNAV (GPS) RWY 14, Orig
- Staples, MN, Staples Muni, RNAV (GPS) RWY 32, Orig
- Staples, MN, Staples Muni, Takeoff Minimums and Obstacle DP, Amdt 3
- Bozeman, MT, Bozeman Yellowstone Intl, ILS OR LOC RWY 12, Amdt 9
- Beaufort, NC, Michael J. Smith Field, Takeoff Minimums and Obstacle DP, Amdt 3
- Mount Airy, NC, Mount Airy/Surry County, Takeoff Minimums and Obstacle DP, Amdt 2
- Raleigh/Durham, NC, Raleigh-Durham Intl, ILS OR LOC RWY 5R, ILS RWY 5R (SA CAT I), ILS RWY 5R (SA CAT II), Amdt 28
- Raleigh/Durham, NC, Raleigh-Durham Intl, RNAV (GPS) Y RWY 5R, Amdt 2
- Blair, NE, Blair Muni, RNAV (GPS) RWY 13, Orig-A
- Blair, NE, Blair Muni, RNAV (GPS) RWY 31, Orig-A
- Manchester, NH, Manchester, Takeoff Minimums and Obstacle DP, Amdt 10
- Belmar/Farmingdale, NJ, Monmouth Executive, GPS RWY 14, Orig, CANCELLED
- Belmar/Farmingdale, NJ, Monmouth Executive, RNAV (GPS) RWY 14, Orig
- Belmar/Farmingdale, NJ, Monmouth Executive, RNAV (GPS) RWY 32, Orig
- Belmar/Farmingdale, NJ, Monmouth Executive, Takeoff Minimums and Obstacle DP, Amdt 2
- Belmar/Farmingdale, NJ, Monmouth Executive, VOR-A, Amdt 3
- Caldwell, NJ, Essex County, LOC RWY 22, Amdt 3
- Endicott, NY, Tri-Cities, RNAV (GPS) RWY 3, Orig-A
- Endicott, NY, Tri-Cities, RNAV (GPS) RWY 21, Orig-A
- Endicott, NY, Tri-Cities, VOR-A, Amdt 5A
- Montgomery, NY, Orange County, NDB RWY 3, Amdt 4A, CANCELLED
- Rochester, NY, Greater Rochester Intl, RNAV (GPS) RWY 10, Orig-A
- Rome, NY, Griffiss Intl, RNAV (GPS) RWY 15, Amdt 1A
- Barnesville, OH, Barnesville-Bradfield, GPS RWY 27, Orig, CANCELLED
- Barnesville, OH, Barnesville-Bradfield, RNAV (GPS) RWY 27, Orig
- Bryan, OH, Williams County, NDB-A, Amdt 7, CANCELLED
- Bryan, OH, Williams County, RNAV (GPS) RWY 7, Amdt 1
- Bryan, OH, Williams County, RNAV (GPS) RWY 25, Amdt 1
- Chillicothe, OH, Ross County, RNAV (GPS) RWY 23, Amdt 1
- Kent, OH, Kent State Univ, Takeoff Minimums and Obstacle DP, Orig
- Mansfield, OH, Mansfield Lahm Rgnl, RNAV (GPS) RWY 14, Amdt 1
- Mansfield, OH, Mansfield Lahm Rgnl, RNAV (GPS) RWY 32, Orig-B
- Mansfield, OH, Mansfield Lahm Rgnl, VOR RWY 14, Amdt 15
- Oxford, OH, Miami University, NDB RWY 5, Amdt 11
- Oxford, OH, Miami University, RNAV (GPS) RWY 5, Orig
- Oxford, OH, Miami University, RNAV (GPS) RWY 23, Orig
- Oxford, OH, Miami University, Takeoff Minimums and Obstacle DP, Amdt 2
- State College, PA, University Park, ILS OR LOC RWY 24, Amdt 9A
- State College, PA, University Park, RNAV (GPS) RWY 6, Amdt 1A
- State College, PA, University Park, RNAV (GPS) RWY 24, Orig-A
- Aiken, SC, Aiken Muni, RNAV (GPS) RWY 25, Amdt 1A
- Jackson, TN, Mc Kellar-Sipes Rgnl, ILS OR LOC RWY 2, Amdt 8A
- Nashville, TN, John C Tune, ILS OR LOC/DME RWY 20, Amdt 1
- Nashville, TN, John C Tune, RNAV (GPS) RWY 2, Amdt 1
- Nashville, TN, John C Tune, RNAV (GPS) RWY 20, Amdt 1
- Tullahoma, TN, Tullahoma Rgnl Arpt/WM Northern Field, NDB RWY 18, Amdt 3
- Tullahoma, TN, Tullahoma Rgnl Arpt/WM Northern Field, VOR RWY 6, Amdt 1
- Union City, TN, Everett-Stewart Rgnl, ILS OR LOC RWY 1, Amdt 1
- Union City, TN, Everett-Stewart Rgnl, RNAV (GPS) RWY 1, Amdt 2
- Union City, TN, Everett-Stewart Rgnl, RNAV (GPS) RWY 19, Amdt 1
- Union City, TN, Everett-Stewart Rgnl, VOR/DME-A, Amdt 9
- San Antonio, TX, Boerne Stage Field, RNAV (GPS) RWY 17, Amdt 1
- San Antonio, TX, Boerne Stage Field, RNAV (GPS) RWY 35, Amdt 1
- Sherman/Dension, TX, North Texas Rgnl/Perrin Field, ILS OR LOC RWY 17L, Amdt 1
- Sherman/Dension, TX, North Texas Rgnl/Perrin Field, NDB RWY 17L, Amdt 10
- Sherman/Dension, TX, North Texas Rgnl/Perrin Field, RNAV (GPS) RWY 17L, Orig
- Sherman/Dension, TX, North Texas Rgnl/Perrin Field, RNAV (GPS) RWY 35R, Orig
- Sherman/Dension, TX, North Texas Rgnl/Perrin Field, VOR/DME-A, Amdt 1
- Sherman/Dension, TX, North Texas Rgnl/Perrin Field, VOR/DME RNAV RWY 35R, Orig-D, CANCELLED
- St George, UT, St George Muni, RNAV (GPS) RWY 1, Orig-A
- Bennington, VT, William H. Morse State, Takeoff Minimums and Obstacle DP, Amdt 3
- Wenatchee, WA, Pangborn Memorial, Takeoff Minimums and Obstacle DP, Amdt 4
- Madison, WI, Blackhawk Airfield, Takeoff Minimums and Obstacle DP, Amdt 1
- Parkersburg, WV, Mid-Ohio Valley Rgnl, ILS OR LOC RWY 3, Amdt 14
- Parkersburg, WV, Mid-Ohio Valley Rgnl, RNAV (GPS) RWY 3, Amdt 2
- Parkersburg, WV, Mid-Ohio Valley Rgnl, RNAV (GPS) RWY 10, Orig
- Parkersburg, WV, Mid-Ohio Valley Rgnl, RNAV (GPS) RWY 21, Amdt 2
- Parkersburg, WV, Mid-Ohio Valley Rgnl, RNAV (GPS) RWY 28, Orig

[FR Doc. 2012-9736 Filed 4-23-12; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket No. 30838; Amdt. No. 3475]

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 April 24, 2012. 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 April 24, 2012.

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:

Richard A. Dunham III, 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 April 13, 2012.

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 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, 97.25 [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
31-May-12	KS	Manhattan	Manhattan Rgnl	1/9111	4/10/12	Takeoff Minimums and Obstacle DP, Amdt 7.
31-May-12	GA	Atlanta	Fulton County Airport-Brown Field.	2/0683	4/10/12	VOR A, Orig-A.
31-May-12	GA	Atlanta	Fulton County Airport-Brown Field.	2/0684	4/10/12	ILS OR LOC RWY 8, Amdt 16A.
31-May-12	GA	Atlanta	Fulton County Airport-Brown Field.	2/0685	4/10/12	RNAV (GPS) RWY 26, Orig-A.
31-May-12	GA	Atlanta	Fulton County Airport-Brown Field.	2/0686	4/10/12	RNAV (GPS) Y RWY 8, Orig-A.
31-May-12	NC	Charlotte	Charlotte/Douglas Intl	2/0925	4/10/12	ILS OR LOC RWY 18R, ILS RWY 18R (CAT II), ILS RWY 18R (CAT III), Orig-A.
31-May-12	NC	Charlotte	Charlotte/Douglas Intl	2/0926	4/10/12	ILS OR LOC RWY 36L, ILS RWY 36L (CAT II), ILS RWY 36L (CAT III), Orig-A.
31-May-12	TX	Dallas-Fort Worth	Dallas/Fort Worth Intl ..	2/1044	4/10/12	VOR RWY 31L, Orig.
31-May-12	TX	Dallas-Fort Worth	Dallas/Fort Worth Intl ..	2/1048	4/10/12	VOR RWY 13R, Amdt 1.
31-May-12	TN	Covington	Covington Muni	2/1215	4/10/12	RNAV (GPS) RWY 1, Orig.
31-May-12	IN	Indianapolis	Indianapolis Intl	2/7773	4/10/12	ILS OR LOC RWY 5L, ILS RWY 5L (CAT II), ILS RWY 5L (CAT III), Amdt 3C.
31-May-12	IN	Indianapolis	Indianapolis Intl	2/7774	4/10/12	ILS OR LOC RWY 5R, ILS RWY 5R (CAT II), ILS RWY 5R (CAT III), Amdt 5B.

[FR Doc. 2012-9738 Filed 4-23-12; 8:45 am]
BILLING CODE 4910-13-P

DEPARTMENT OF COMMERCE

Bureau of Economic Analysis

15 CFR Parts 801, 806, and 807

[Docket No. 111012619-2230-03]

RIN 0691-AA81

International Services Surveys and Direct Investment Surveys Reporting

AGENCY: Bureau of Economic Analysis.
ACTION: Final rule.

SUMMARY: The Bureau of Economic Analysis (BEA) revises its rules to establish general guidelines for how BEA will collect data on international trade in services and direct investment surveys, which are provided for by the International Investment and Trade in Services Survey Act (the Act). In addition to the Act, the Omnibus Trade and Competitiveness Act of 1988 authorizes BEA to conduct international trade in services surveys. Currently, international trade in services and direct investment surveys are promulgated through separate rulemaking actions. This final rule modifies BEA's regulations to allow BEA to issue surveys through notices rather than through notice and comment rulemaking. It also provides a more

general framework for how BEA collects data on these surveys that are required, or provided for, by the statutes. This rule will simplify and generalize existing regulations governing the procurement of information on international trade in services and direct investment.

DATES: The final rule is effective on May 24, 2012.

FOR FURTHER INFORMATION CONTACT:

David H. Galler, Chief, Direct Investment Division (BE-50), Bureau of Economic Analysis, U.S. Department of Commerce, Washington, DC 20230; email David.Galler@bea.gov or phone (202) 606-9835.

SUPPLEMENTARY INFORMATION: On January 6, 2012, BEA published a notice of proposed rulemaking to amend 15 CFR parts 801, 806, and 807 to set forth general guidelines for reporting on international trade in services and direct investment surveys provided for by the International Investment and Trade in Services Survey Act (22 U.S.C. 3101 to 3108, (the Act)), 77 FR 772. For surveys that are conducted on an ongoing basis—quarterly, annually, quinquennially—BEA proposed to issue specific reporting information regarding individual surveys through notices rather than through notice and comment rulemaking.

This rule implements the proposed rule. Under this rule, notices of specific surveys pertaining to international investment and trade in services and

direct investment, including applicable report forms and instructions, will be separately published in the **Federal Register**. Only respondents notified of these surveys are required to respond to BEA surveys.

BEA received no comments on the proposed rule, and adopts the proposed rule without change. Accordingly, now surveys on international trade in services and on direct investment will be issued by a notice in the **Federal Register**, and will also be sent to individual respondents. Entities that do not receive a notice of the survey from BEA are not required to complete the survey.

Executive Order 12866

This final rule has been determined to be not significant for purposes of E.O. 12866.

Executive Order 13132

This final rule does not contain policies with Federalism implications sufficient to warrant preparation of a Federalism assessment under E.O. 13132.

Regulatory Flexibility Act

The Chief Counsel for Regulation, Department of Commerce, certified to the Chief Counsel for Advocacy, Small Business Administration, under the provisions of the Regulatory Flexibility Act (5 U.S.C. 605(b)), that this final rule will not have a significant economic impact on a substantial number of small