

typographical error in the description was also identified. This action corrects these two errors.

### Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the airspace description of the Class E airspace published in the **Federal Register**, Friday, July 25, 2008 (73 FR 43351), (FR Doc E8-16962, page 43351, column 3) is corrected as follows:

#### § 71.1 [Corrected]

\* \* \* \* \*

#### AAL AK E5 Red Dog, AK [Corrected]

Red Dog, AK

(Lat. 68°01'56" N., Long. 162°53'57" W.)

That airspace extending upward from 700 feet above the surface within an 11-mile radius of the Red Dog Airport, AK, and within 4 miles either side of the 219° bearing from the Red Dog Airport, AK, extending from the 11-mile radius to 14.5 miles southwest of the Red Dog Airport, AK; and that airspace extending upward from 1,200 feet above the surface within a 72.5-mile radius of the Red Dog Airport, AK.

\* \* \* \* \*

Issued in Anchorage, AK, on August 22, 2008.

James Miller,

Acting Manager, Alaska Flight Service Information Area Group.

[FR Doc. E8-20313 Filed 9-2-08; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30622; Amdt. No. 3282]

#### 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 3, 2008. 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 3, 2008.

**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 [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 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. 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 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 August 8, 2008.

**James J. Ballough,**

*Director, Flight Standards Service.*

### Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me, Under 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 28 AUG 2008*

Manchester, NH, Manchester, ILS OR LOC/DME RWY 17, Amdt 1  
Manchester, NH, Manchester, RNAV (GPS) Y RWY 17, Orig  
Manchester, NH, Manchester, RNAV (RNP) Z RWY 17, Orig

*Effective 25 SEP 2008*

Anvik, AK, Anvik, GPS RWY 35, Orig, CANCELLED

Anvik, AK, Anvik, RNAV (GPS) RWY 17, Orig  
Anvik, AK, Anvik, RNAV (GPS) RWY 35, Orig  
Anvik, AK, Anvik, Takeoff Minimums and Obstacle DP, Orig  
Galena, AK, Edward G. Pitka, SR, GPS RWY 07, Orig, CANCELLED  
Galena, AK, Edward G. Pitka, SR, GPS RWY 25, Orig, CANCELLED  
Galena, AK, Edward G. Pitka, SR, RNAV (GPS) RWY 7, Orig  
Galena, AK, Edward G. Pitka, SR, RNAV (GPS) RWY 25, Orig  
Huslia, AK, Huslia, RNAV (GPS) RWY 3, Amdt 2  
Huslia, AK, Huslia, RNAV (GPS) RWY 21, Amdt 2  
Huslia, AK, Huslia, Takeoff Minimums and Obstacle DP, Orig  
Benton, AR, Saline County Regional, RNAV (GPS) RWY 2, Orig  
Benton, AR, Saline County Regional, RNAV (GPS) RWY 20, Orig  
Little Rock, AR, Adams Field, ILS OR LOC RWY 22L, Orig  
Little Rock, AR, Adams Field, ILS OR LOC RWY 22R, ILS RWY 22R (CAT II), ILS RWY (CAT III), Amdt 2  
Little Rock, AR, Adams Field, LOC RWY 22L, Orig, CANCELLED  
Little Rock, AR, Adams Field, Takeoff Minimums and Obstacle DP, Amdt 8  
Magnolia, AR, Magnolia Muni, RNAV (GPS) RWY 36, Amdt 1  
Newport, AR, Newport Muni, GPS RWY 18, Orig-B, CANCELLED  
Newport, AR, Newport Muni, GPS RWY 36, Orig-B, CANCELLED  
Newport, AR, Newport Muni, RNAV (GPS) RWY 18, Orig  
Newport, AR, Newport Muni, RNAV (GPS) RWY 36, Orig  
Newport, AR, Newport Muni, Takeoff Minimums and Obstacle DP, Orig  
Arcata/Eureka, CA, Arcata, GPS RWY 32, Orig, CANCELLED  
Arcata/Eureka, CA, Arcata, RNAV (GPS) RWY 32, Orig  
Burbank, CA, Bob Hope, RNAV (RNP) Z RWY 8, Orig  
Merced, CA, Merced Muni/Macready Field, GPS RWY 30, Orig-B, CANCELLED  
Merced, CA, Merced Muni/Macready Field, RNAV (GPS) RWY 30, Orig  
Santa Barbara, CA, Santa Barbara Muni, RNAV (GPS) RWY 7, Orig-A  
Truckee, CA, Truckee-Tahoe, Takeoff Minimums and Obstacle DP, Amdt 4  
Aspen, CO, Aspen-Pitkin County/Sardy Field, Takeoff Minimums and Obstacle DP, Amdt 8  
Denver, CO, Front Range, GPS RWY 35, Orig, CANCELLED  
Denver, CO, Front Range, ILS OR LOC RWY 26, Amdt 4  
Denver, CO, Front Range, NDB RWY 26, Amdt 4  
Denver, CO, Front Range, RNAV (GPS) RWY 17, Orig  
Denver, CO, Front Range, RNAV (GPS) RWY 26, Orig  
Denver, CO, Front Range, RNAV (GPS) RWY 35, Orig  
Rifle, CO, Garfield County Regional, GPS RWY 8, Orig-A, CANCELLED

Rifle, CO, Garfield County Regional, GPS RWY 26, Orig-A, CANCELLED  
Rifle, CO, Garfield County Regional, ILS RWY 26, Amdt 1  
Rifle, CO, Garfield County Regional, LOC/DME-A, Amdt 7  
Rifle, CO, Garfield County Regional, RNAV (GPS) W RWY 26, Orig  
Rifle, CO, Garfield County Regional, RNAV (GPS) X RWY 26, Orig  
Rifle, CO, Garfield County Regional, RNAV (GPS) Y RWY 8, Orig  
Rifle, CO, Garfield County Regional, RNAV (RNP) Y RWY 26, Orig  
Rifle, CO, Garfield County Regional, RNAV (RNP) Z RWY 8, Orig  
Rifle, CO, Garfield County Regional, RNAV (RNP) Z RWY 26, Orig  
Rifle, CO, Garfield County Regional, VOR/DME-C, Amdt 1  
Orlando, FL, Orlando Sanford Intl, RNAV (GPS) RWY 9L, Amdt 2  
Orlando, FL, Orlando Sanford Intl, RNAV (GPS) RWY 9R, Orig  
Orlando, FL, Orlando Sanford Intl, RNAV (GPS) RWY 27R, Amdt 1  
Orlando, FL, Orlando Intl, Takeoff Minimums and Obstacle DP, Amdt 1  
Palm Coast, FL, Flagler County, RNAV (GPS) RWY 6, Amdt 1  
Palm Coast, FL, Flagler County, RNAV (GPS) RWY 11, Amdt 1  
Tampa, FL, Tampa Intl, LOC RWY 36R, Amdt 2  
Tampa, FL, Tampa Intl, RNAV (GPS) RWY 36R, Amdt 1  
Gainesville, GA, Lee Gilmer Memorial, ILS OR LOC/DME RWY 5, Orig  
Gainesville, GA, Lee Gilmer Memorial, LOC RWY 4, Amdt 5D, CANCELLED  
Gainesville, GA, Lee Gilmer Memorial, RNAV (GPS) RWY 5, Amdt 1  
Gainesville, GA, Lee Gilmer Memorial, RNAV (GPS) RWY 23, Amdt 1  
Washington, GA, Washington-Wilkes County, RNAV (GPS) RWY 13, Amdt 1  
Washington, GA, Washington-Wilkes County, RNAV (GPS) RWY 31, Amdt 1  
Denison, IA, Denison Muni, NDB RWY 30, Amdt 6  
Denison, IA, Denison Muni, RNAV (GPS) RWY 12, Amdt 1  
Denison, IA, Denison Muni, RNAV (GPS) RWY 30, Amdt 1  
Denison, IA, Denison Muni, Takeoff Minimums and Obstacle DP, Orig  
Perry, IA, Perry Muni, GPS RWY 32, Orig-A, CANCELLED  
Perry, IA, Perry Muni, RNAV (GPS) RWY 32, Orig  
Perry, IA, Perry Muni, Takeoff Minimums and Obstacle DP, Orig  
Chicago, IL, Chicago O'Hare Intl, ILS OR LOC RWY 10, ILS RWY 10 (CAT II), ILS RWY 10 (CAT III), Amdt 16  
Chicago, IL, Chicago O'Hare Intl, ILS OR LOC RWY 28, ILS RWY 28 (CAT II), ILS RWY 28 (CAT III), Amdt 15  
Chicago, IL, Chicago O'Hare Intl, RNAV (GPS) RWY 10, Amdt 3  
Chicago, IL, Chicago O'Hare Intl, RNAV (GPS) RWY 28, Amdt 2  
Pekin, IL, Pekin Muni, RNAV (GPS) RWY 9, Orig  
Pekin, IL, Pekin Muni, RNAV (GPS) RWY 27, Orig

- Pekin, IL, Pekin Muni, Takeoff Minimums and Obstacle DP, Orig
- Pekin, IL, Pekin Muni, VOR-A, Amdt 7
- Pekin, IL, Pekin Muni, VOR/DME RNAV OR GPS RWY 9, Amdt 5A, CANCELLED
- Robinson, IL, Robinson Muni, RNAV (GPS) RWY 9, Orig
- Robinson, IL, Robinson Muni, RNAV (GPS) RWY 27, Orig
- Robinson, IL, Robinson Muni, Takeoff Minimums and Obstacle DP, Orig
- Fort Wayne, IN, Fort Wayne International, RNAV (GPS) RWY 5, Amdt 1
- Fort Wayne, IN, Fort Wayne International, RNAV (GPS) RWY 23, Amdt 2
- Indianapolis, IN, Eagle Creek Airpark, RNAV (GPS) RWY 21, Orig
- Indianapolis, IN, Indianapolis Executive, RNAV (GPS) RWY 18, Orig
- Indianapolis, IN, Indianapolis Executive, RNAV (GPS) RWY 36, Orig
- Indianapolis, IN, Indianapolis Executive, Takeoff Minimums and Obstacle DP, Orig
- Indianapolis, IN, Indianapolis Executive, VOR RWY 36, Amdt 9
- Indianapolis, IN, Indianapolis Executive, VOR/DME RWY 18, Orig
- Rochester, IN, Fulton County, RNAV (GPS) RWY 11, Amdt 1
- Rochester, IN, Fulton County, RNAV (GPS) RWY 29, Amdt 1
- Rochester, IN, Fulton County, Takeoff Minimums and Obstacle DP, Orig
- Covington, KY, Cincinnati/Northern Kentucky Intl, ILS OR LOC RWY 9, Amdt 18
- Covington, KY, Cincinnati/Northern Kentucky Intl, ILS OR LOC RWY 18C, Amdt 22
- Covington, KY, Cincinnati/Northern Kentucky Intl, ILS OR LOC RWY 18L, Amdt 7
- Covington, KY, Cincinnati/Northern Kentucky Intl, ILS OR LOC RWY 18R; ILS RWY 18R (CAT II), Amdt 1
- Covington, KY, Cincinnati/Northern Kentucky Intl, ILS OR LOC RWY 27, Amdt 17
- Covington, KY, Cincinnati/Northern Kentucky Intl, ILS OR LOC RWY 36C; ILS RWY 36C (CAT II); ILS RWY 36C (CAT III), Amdt 41
- Covington, KY, Cincinnati/Northern Kentucky Intl, ILS OR LOC RWY 36L; ILS RWY 36L, (CAT II), Amdt 1
- Covington, KY, Cincinnati/Northern Kentucky Intl, ILS OR LOC RWY 36R; ILS RWY 36R (CAT II); ILS RWY 36R (CAT III), Amdt 8
- Covington, KY, Cincinnati/Northern Kentucky Intl, RNAV (GPS) Y RWY 9, Amdt 1
- Covington, KY, Cincinnati/Northern Kentucky Intl, RNAV (GPS) Y RWY 18C, Amdt 1
- Covington, KY, Cincinnati/Northern Kentucky Intl, RNAV (GPS) Y RWY 18L, Amdt 1
- Covington, KY, Cincinnati/Northern Kentucky Intl, RNAV (GPS) Y RWY 18R, Amdt 1
- Covington, KY, Cincinnati/Northern Kentucky Intl, RNAV (GPS) Y RWY 27, Orig
- Covington, KY, Cincinnati/Northern Kentucky Intl, RNAV (GPS) Y RWY 36C, Amdt 1
- Covington, KY, Cincinnati/Northern Kentucky Intl, RNAV (GPS) Y RWY 36L, Amdt 1
- Covington, KY, Cincinnati/Northern Kentucky Intl, RNAV (GPS) Y RWY 36R, Amdt 1
- Covington, KY, Cincinnati/Northern Kentucky Intl, RNAV (RNP) Z RWY 9, Orig
- Covington, KY, Cincinnati/Northern Kentucky Intl, RNAV (RNP) Z RWY 18C, Orig
- Covington, KY, Cincinnati/Northern Kentucky Intl, RNAV (RNP) Z RWY 18L, Orig
- Covington, KY, Cincinnati/Northern Kentucky Intl, RNAV (RNP) Z RWY 18R, Orig
- Covington, KY, Cincinnati/Northern Kentucky Intl, RNAV (RNP) Z RWY 27, Orig
- Covington, KY, Cincinnati/Northern Kentucky Intl, RNAV (RNP) Z RWY 36C, Orig
- Covington, KY, Cincinnati/Northern Kentucky Intl, RNAV (RNP) Z RWY 36L, Orig
- Covington, KY, Cincinnati/Northern Kentucky Intl, RNAV (RNP) Z RWY 36R, Orig
- Henderson, KY, Henderson City-County, RNAV (GPS) RWY 9, Amdt 1
- Henderson, KY, Henderson City-County, RNAV (GPS) RWY 27, Amdt 1
- Louisville, KY, Louisville Intl-Standiford Fld, GPS RWY 17L, Orig, CANCELLED
- Louisville, KY, Louisville Intl-Standiford Fld, GPS RWY 35L, Orig-A, CANCELLED
- Louisville, KY, Louisville Intl-Standiford Fld, GPS RWY 35R, Orig-A, CANCELLED
- Louisville, KY, Louisville Intl-Standiford Fld, ILS OR LOC RWY 17L, Amdt 3
- Louisville, KY, Louisville Intl-Standiford Fld, ILS OR LOC RWY 17R, Amdt 1
- Louisville, KY, Louisville Intl-Standiford Fld, ILS OR LOC RWY 35L; ILS RWY 35L (CAT II); ILS RWY 35L (CAT III), Amdt 2
- Louisville, KY, Louisville Intl-Standiford Fld, ILS OR LOC RWY 35R; ILS RWY 35R (CAT II); ILS RWY 35R (CAT III), Amdt 3
- Louisville, KY, Louisville Intl-Standiford Fld, RNAV (GPS) RWY 17L, Orig
- Louisville, KY, Louisville Intl-Standiford Fld, RNAV (GPS) RWY 17R, Orig
- Louisville, KY, Louisville Intl-Standiford Fld, RNAV (GPS) RWY 35R, Orig
- Louisville, KY, Louisville Intl-Standiford Fld, RNAV (GPS) Y RWY 35L, Orig
- Louisville, KY, Louisville Intl-Standiford Fld, RNAV (RNP) Z RWY 35L, Orig
- Detroit, MI, Willow Run, RNAV (GPS) RWY 9L, Amdt 1
- Detroit, MI, Willow Run, RNAV (GPS) RWY 9R, Amdt 1
- Detroit, MI, Willow Run, RNAV (GPS) RWY 14, Amdt 1
- Owosso, MI, Owosso Community, RNAV (GPS) RWY 10, Amdt 1
- Owosso, MI, Owosso Community, RNAV (GPS) RWY 28, Amdt 1
- Owosso, MI, Owosso Community, VOR/DME RWY 28, Amdt 1
- Jacksonville, NC, Albert J. Ellis, NDB RWY 5, Amdt 8
- Jacksonville, NC, Albert J. Ellis, RNAV (GPS) RWY 5, Orig
- Oxford, NC, Henderson-Oxford, LOC RWY 6, Amdt 1
- Oxford, NC, Henderson-Oxford, NDB RWY 6, Amdt 2
- Oxford, NC, Henderson-Oxford, RNAV (GPS) RWY 6, Orig
- Oxford, NC, Henderson-Oxford, RNAV (GPS) RWY 24, Orig
- Oxford, NC, Henderson-Oxford, Takeoff Minimums and Obstacle DP, Orig
- Atlantic City, NJ, Atlantic City International, COPTER ILS OR LOC/DME RWY 13, Amdt 1B
- Atlantic City, NJ, Atlantic City International, ILS OR LOC RWY 13, Amdt 8
- Atlantic City, NJ, Atlantic City International, ILS OR LOC/DME RWY 31, Orig-A
- Atlantic City, NJ, Atlantic City International, RNAV (GPS) RWY 4, Amdt 1A
- Atlantic City, NJ, Atlantic City International, RNAV (GPS) RWY 13, Amdt 3
- Atlantic City, NJ, Atlantic City International, RNAV (GPS) RWY 31, Amdt 2
- Atlantic City, NJ, Atlantic City International, RADAR-1, Amdt 15
- Atlantic City, NJ, Atlantic City International, VOR RWY 4, Amdt 15A
- Atlantic City, NJ, Atlantic City International, VOR RWY 13, Amdt 4A
- Atlantic City, NJ, Atlantic City International, VOR RWY 31, Amdt 1
- Reno, NV, Reno/Tahoe Intl, RNAV (GPS) X RWY 34L, Amdt 1
- Reno, NV, Reno/Tahoe Intl, RNAV (GPS) X RWY 34R, Amdt 1
- Reno, NV, Reno/Tahoe Intl, RNAV (GPS) Y RWY 16L, Amdt 1
- Reno, NV, Reno/Tahoe Intl, RNAV (GPS) Y RWY 16R, Amdt 1
- Reno, NV, Reno/Tahoe Intl, RNAV (GPS) Y RWY 34L, Orig
- Reno, NV, Reno/Tahoe Intl, RNAV (GPS) Y RWY 34R, Orig
- Reno, NV, Reno/Tahoe Intl, RNAV (RNP) Z RWY 16L, Orig
- Reno, NV, Reno/Tahoe Intl, RNAV (RNP) Z RWY 16R, Orig
- Reno, NV, Reno/Tahoe Intl, RNAV (RNP) Z RWY 34L, Orig
- Reno, NV, Reno/Tahoe Intl, RNAV (RNP) Z RWY 34R, Orig
- Reno, NV, Reno/Tahoe Intl, RNAV (RNP) Z RWY 34R, Orig
- Hornell, NY, Hornell Muni, Takeoff Minimums and Obstacle DP, Amdt 4
- Cleveland, OH, Cleveland-Hopkins Intl, ILS OR LOC RWY 24L, Amdt 20
- London, OH, Madison County, GPS RWY 9, Amdt 1, CANCELLED
- London, OH, Madison County, GPS RWY 27, Orig, CANCELLED
- London, OH, Madison County, NDB RWY 9, Amdt 9
- London, OH, Madison County, RNAV (GPS) RWY 9, Orig
- London, OH, Madison County, RNAV (GPS) RWY 27, Orig
- Portsmouth, OH, Greater Portsmouth Rgnl, GPS RWY 36, Amdt 1B, CANCELLED
- Portsmouth, OH, Greater Portsmouth Rgnl, RNAV (GPS) RWY 18, Orig
- Portsmouth, OH, Greater Portsmouth Rgnl, RNAV (GPS) RWY 36, Orig
- Portsmouth, OH, Greater Portsmouth Rgnl, VOR/DME-A, Amdt 6
- Portsmouth, OH, Greater Portsmouth Rgnl, VOR/DME RNAV OR GPS RWY 18, Amdt 6B, CANCELLED

Grove, OK, Grove Muni, RNAV (GPS) RWY 18, Amdt 1  
 Grove, OK, Grove Muni, Takeoff Minimums and Obstacle DP, Orig  
 Quakertown, PA, Quakertown, Takeoff Minimums and Obstacle DP, Orig  
 Fort Worth, TX, Bourland Field, Takeoff Minimums and Obstacle DP, Orig  
 Plains, TX, Yoakum County, RNAV (GPS) RWY 3, Orig  
 Plains, TX, Yoakum County, RNAV (GPS) RWY 21, Orig  
 Taylor, TX, Taylor Muni, Takeoff Minimums and Obstacle DP, Orig  
 Taylor, TX, Taylor Muni, VOR/DME RWY 17, Amdt 1  
 Waco, TX, TSTC-Waco, ILS OR LOC RWY 17L, Amdt 12  
 Waco, TX, TSTC-Waco, Takeoff Minimums and Obstacle DP, Orig  
 Moses Lake, WA, Grant County Intl, GPS RWY 4, Orig-B, CANCELLED  
 Moses Lake, WA, Grant County Intl, GPS RWY 14L, Orig-B, CANCELLED  
 Moses Lake, WA, Grant County Intl, GPS RWY 22, Orig-B, CANCELLED  
 Moses Lake, WA, Grant County Intl, RNAV (GPS) RWY 4, Orig  
 Moses Lake, WA, Grant County Intl, RNAV (GPS) RWY 14L, Orig  
 Moses Lake, WA, Grant County Intl, RNAV (GPS) RWY 22, Orig  
 Martinsburg, WV, Eastern WV Regional/ Shepherd, RNAV (GPS) RWY 8, Orig  
 Martinsburg, WV, Eastern WV Regional/ Shepherd, RNAV (GPS) RWY 26, Orig  
 Martinsburg, WV, Eastern WV Regional/ Shepherd, Takeoff Minimums and Obstacle DP, Amdt 6  
 Martinsburg, WV, Eastern WV Regional/ Shepherd, VOR-A, Amdt 9

On August 7, 2008 (73 FR 458660) the FAA published an Amendment in Docket No. 30620, Amdt No. 3280 to Part 97 of the Federal Aviation Regulations under section 97.31 effective September 25, 2008 which is corrected to read as follows:

Bangore, ME, Bangor Intl, RADAR-1, Amdt 4B

[FR Doc. E8-19514 Filed 9-2-08; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 117

[Docket No. USCG-2008-0850]

RIN 1625-AA09

#### Drawbridge Operation Regulation; Plaquemine Brule Bayou, Midland, LA

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

**SUMMARY:** The Coast Guard is removing the published drawbridge operation regulation for the draw of the Union Pacific railroad bridge across

Plaquemine Brule Bayou, mile 5.1, at Midland, LA. It has been determined that this bridge no longer exists. Since the bridge no longer exists, the regulation controlling the opening and closing of the bridge is no longer necessary.

**DATES:** This rule is effective September 3, 2008.

**ADDRESSES:** Documents mentioned in this preamble as being available in the docket are part of docket USCG-2008-0850 and are available online at <http://www.regulations.gov>. This material is also available for inspection or copying at two locations: The Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays, and the office of the Commander, Eighth Coast Guard District, Bridge Administration Branch, 500 Poydras Street, Room 1313, New Orleans, LA 70130-3310 between 7 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this rule, call David M. Frank, Bridge Administration Branch, telephone (504) 671-2128. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

#### SUPPLEMENTARY INFORMATION:

##### Regulatory Information

The Coast Guard is issuing this final rule without prior notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because it has been determined that the bridge no longer exists and mariners do not have to request an opening of the draw.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds good cause exists for making this rule effective in less than 30 days after publication in the **Federal Register**. There is no need to delay the implementation of this rule because the bridge it governs is already out of

service and mariners are no longer required to request an opening.

##### Background and Purpose

A recent survey of the waterways within the District has determined that the Union Pacific railroad bridge across Plaquemine Brule Bayou, mile 5.1, at Midland, no longer exists. It is unclear when the bridge was removed from the waterway; however, mariners are no longer restricted from passing through the area because of a requirement to have the draw of the bridge opened. The regulation governing the operation of the bridge is found in 33 CFR 117.489(a). The purpose of this rule is to remove 33 CFR 117.489(a) from the Code of Federal Regulations since it governs a bridge that is no longer in existence.

##### Discussion of Rule

The Coast Guard is changing the regulation in 33 CFR 117 without publishing an NPRM. The change removes the regulation governing the bridge since the bridge no longer exists. This change does not affect vessel operators using the waterway. Thus, it is not necessary to publish an NPRM.

##### Regulatory Analyses

We developed this rule after considering numerous statutes and executive orders related to rulemaking. Below we summarize our analyses based on 13 of these statutes or executive orders.

##### Regulatory Planning and Review

This rule is not a “significant regulatory action” under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order. The Coast Guard does not consider this rule to be “significant” under that Order because it does not affect the way vessels operate on the waterway.

##### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this rule would have a significant economic impact on a substantial number of small entities. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.