

the times when the controlled airspace is effective due to the fact that MacDill AFB Air Traffic Control Tower no longer operates on a full time basis.

**DATES:** Effective 0901 UTC, January 15, 2009. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Melinda Giddens, Operations Support Group, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; Telephone (404) 305-5610, Fax 404-305-5572.

**SUPPLEMENTARY INFORMATION:**

**Confirmation of Effective Date**

The FAA published this direct final rule with a request for comments in the **Federal Register** on October 14, 2008 (73 FR 60622), Docket No. FAA-2008-0983; Airspace Docket No. 08-ASO-14. The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on January 15, 2009. No adverse comments were received, and thus this notice confirms that effective date.

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Issued in College Park, Georgia, on February 25, 2009.

**Barry A. Knight,**

*Acting Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.*

[FR Doc. E9-5750 Filed 3-17-09; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 30656 Amdt. No. 3312]

**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 March 18, 2009. 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 March 18, 2009.

**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:** 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 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 March 6, 2009.

**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 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 09 April 2009

Greenville, MS, Mid Delta Regional, GPS RWY 36L, Orig, CANCELLED  
Greenville, MS, Mid Delta Regional, RNAV (GPS) RWY 36L, Orig  
Erwin, NC, Harnett Rgnl Jetport, LOC/DME RWY 5, Orig

#### Effective 07 MAY 2009

Ketchikan, AK, Ketchikan Intl, KETCHIKAN FIVE Graphic Obstacle DP  
Ketchikan, AK, Ketchikan Intl, SKOWL ONE Graphic Obstacle DP  
Ketchikan, AK, Ketchikan Intl, Takeoff Minimums and Obstacle DP, Amdt 8  
Mobile, AL, Mobile Downtown, RNAV (GPS) RWY 14, Amdt 1  
Mobile, AL, Mobile Downtown, RNAV (GPS) RWY 18, Amdt 1  
Mobile, AL, Mobile Downtown, RNAV (GPS) RWY 36, Amdt 1  
Mobile, AL, Mobile Downtown, Takeoff Minimums and Obstacle DP, Amdt 1  
Warren, AR, Warren Muni, RNAV (GPS) RWY 3, Orig-A  
Warren, AR, Warren Muni, RNAV (GPS) RWY 21, Orig-A  
Monterey, CA, Monterey Peninsula, GPS RWY 28L, Amdt 1B, CANCELLED  
Monterey, CA, Monterey Peninsula, RNAV (GPS) Y RWY 28L, Orig  
Monterey, CA, Monterey Peninsula, RNAV (RNP) Z RWY 28L, Orig  
Riverside, CA, Riverside Muni, VOR-B, Orig-A  
San Bernardino, CA, San Bernardino International, NDB RWY 6, Amdt 1  
San Bernardino, CA, San Bernardino International, RNAV (GPS) Y RWY 6, Orig  
San Bernardino, CA, San Bernardino International, RNAV (GPS) Z RWY 6, Orig  
Montrose, CO, Montrose Rgnl, MONTROSE ONE Graphic Obstacle DP  
Leesburg, FL, Leesburg Intl, RNAV (GPS) RWY 13, Amdt 1  
Valdosta, GA, Valdosta Rgnl, RNAV (GPS) RWY 35, Orig  
Charles City, IA, Northeast Iowa Rgnl, LOC RWY 12, Orig-F  
Sioux City, IA, Sioux Gateway/Col Bud Day Field, Takeoff Minimums and Obstacle DP, Amdt 3  
McCall, ID, Mc Call Muni, MCCALL ONE Graphic Obstacle DP  
Pocatello, ID, Pocatello Rgnl, RNAV (GPS) RWY 21, Amdt 1  
Twin Falls, ID, Joslin Field-Magic Valley Rgnl, NDB RWY 25, Amdt 6

Twin Falls, ID, Joslin Field-Magic Valley Rgnl, RNAV (GPS) RWY 7, Orig  
Twin Falls, ID, Joslin Field-Magic Valley Rgnl, RNAV (GPS) RWY 25, Orig  
Twin Falls, ID, Joslin Field-Magic Valley Rgnl, VOR RWY 7, Amdt 4  
Chicago, IL, Chicago-O’Hare Intl, LOC RWY 4L, Amdt 21  
Norwood, MA, Norwood Memorial, LOC RWY 35, Amdt 10A  
Detroit/Grosse Ile, MI, Grosse Ile Muni, NDB RWY 4, Amdt 2  
Detroit/Grosse Ile, MI, Grosse Ile Muni, RNAV (GPS) RWY 4, Orig  
Detroit/Grosse Ile, MI, Grosse Ile Muni, RNAV (GPS) RWY 22, Amdt 1  
Detroit/Grosse Ile, MI, Grosse Ile Muni, VOR-A, Amdt 7  
Bemidji, MN, Bemidji Rgnl, RNAV (GPS) RWY 13, Orig  
Bemidji, MN, Bemidji Rgnl, RNAV (GPS) RWY 31, Amdt 1  
Bemidji, MN, Bemidji Rgnl, VOR/DME OR TACAN RWY 31, Amdt 12B, CANCELLED  
Bemidji, MN, Bemidji Rgnl, VOR OR GPS RWY 13, Amdt 16B, CANCELLED  
Ord, NE, Evelyn Sharp Field, NDB RWY 13, Amdt 5  
Reno, NV, Reno/Tahoe Intl, RNAV (RNP) Z RWY 16L, Orig-A  
Reno, NV, Reno/Tahoe Intl, RNAV (RNP) Z RWY 16R, Orig-A  
Gainesville, TX, Gainesville Muni, RNAV (GPS) RWY 17, Amdt 1  
Gainesville, TX, Gainesville Muni, Takeoff Minimums and Obstacle DP, Orig  
CORRECTION: On February 24, 2009 (74 FR 8180), the FAA published several Amendments in Docket No. 30649, Amdt No. 3306 to Part 97 of the Federal Aviation Regulations under sections 97.23 and 97.29. The following entries are hereby corrected to be effective for April 9, 2009:  
Parkersburg, WV, Mid-Ohio Valley Regional, RNAV (GPS) RWY 3, Amdt 1  
Parkersburg, WV, Mid-Ohio Valley Regional, RNAV (GPS) RWY 21, Amdt 1  
Parkersburg, WV, Mid-Ohio Valley Regional, RNAV (GPS) Y RWY 3, Orig, CANCELLED  
Parkersburg, WV, Mid-Ohio Valley Regional, RNAV (GPS) Y RWY 21, Orig, CANCELLED  
Parkersburg, WV, Mid-Ohio Valley Regional, Takeoff Minimums and Obstacle DP, Amdt 2  
Parkersburg, WV, Mid-Ohio Valley Regional, VOR RWY 21, Amdt 17

[FR Doc. E9–5663 Filed 3–17–09; 8:45 am]

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