

on airplanes of U.S. registry. We also estimate that it will take about one work-hour per engine to perform the actions, and that the average labor rate is \$80 per work-hour. Required parts will cost about \$12,943 per engine. Based on these figures, we estimate the total cost of the AD to U.S. operators to be \$20,836,800.

#### Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in subtitle VII, part A, subpart III, section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

#### Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (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) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary at the address listed under **ADDRESSES**.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

#### Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration amends 14 CFR part 39 as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

##### § 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

**2009-24-04 Rolls-Royce Corporation (formerly Allison Engine Company):** Amendment 39-16091. Docket No. FAA-2009-0246; Directorate Identifier 2009-NE-04-AD.

##### Effective Date

(a) This airworthiness directive (AD) becomes effective December 28, 2009.

##### Affected ADs

(b) None.

##### Applicability

(c) This AD applies to Rolls-Royce Corporation (RRC) AE 3007A1/1, AE 3007A1/3, AE 3007A1, AE 3007A1E, AE 3007A1P, AE 3007A3, AE 3007C, and AE 3007C1 turbofan engines with a fan spinner part number (P/N) 23070964 or P/N 23078783, installed. These engines are installed on, but not limited to, Embraer EMB-135, EMB-145, and Cessna Citation X airplanes.

##### Unsafe Condition

(d) This AD results from a report of a fan spinner releasing from an AE 3007A turbofan engine during flight. We are issuing this AD to prevent the fan spinner from releasing, which could result in injury, damage to the engine, and damage to the airplane.

##### Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

##### Replacement of the Fan Spinner

(f) For RRC AE 3007A1/1, AE 3007A1/3, AE 3007A1, AE 3007A1E, AE 3007A1P, and AE 3007A3 turbofan engines, remove fan spinner P/N 23070964 or P/N 23078783 at the next shop visit, but no later than 4,000 additional cycles-in-service (CIS) after the effective date of this AD, and install an approved P/N fan spinner.

(g) For RRC AE 3007C and AE 3007C1 turbofan engines, remove fan spinner P/N 23070964 or P/N 23078783 at the next shop visit, but no later than 4,000 additional CIS after the effective date of this AD, and install an approved P/N fan spinner.

##### Fan Spinner Installation Prohibition

(h) After the effective date of this AD, do not install any fan spinner P/N 23070964 or

P/N 23078783 on any Rolls Royce Corporation engine.

##### Definition

(i) For the purpose of this AD, a shop visit is induction of the engine into the engine maintenance shop for any cause.

##### Alternative Methods of Compliance

(j) The Manager, Chicago Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

##### Related Information

(k) Contact Michael Downs, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018; e-mail: [michael.downs@faa.gov](mailto:michael.downs@faa.gov); telephone: (847) 294-7870; fax: (847) 294-7834, for more information about this AD.

(l) Rolls-Royce Corporation Service Bulletin (SB) No. AE 3007A-72-361, dated June 26, 2008, and SB No. AE 3007C-72-285, dated June 26, 2008, pertain to the subject of this AD. Contact Rolls-Royce Corporation, P.O. Box 420, Indianapolis, IN 46206; telephone (317) 230-3774; fax (317) 230-8084; e-mail: [indy.pubs.services@rolls-royce.com](mailto:indy.pubs.services@rolls-royce.com), for a copy of this service information.

##### Material Incorporated by Reference

(m) None.

Issued in Burlington, Massachusetts, on November 13, 2009.

**Peter A. White,**

*Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. E9-27986 Filed 11-20-09; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30697 Amdt. No 3348]

#### 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 November 23, 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 November 23, 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>.

**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 November 13, 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 December 17, 2009*

St George, AK, St George, Takeoff Minimums and Obstacle DP, Amdt 1  
Wrangell, AK, Wrangell, VOR/DME-B, Amdt 1, CANCELLED  
Pell City, AL, St. Clair County, RNAV (GPS) RWY 3, Amdt 2

- Pell City, AL, St. Clair County, RNAV (GPS) RWY 21, Amdt 2
- Pell City, AL, St. Clair County, Takeoff Minimums and Obstacle DP, Amdt 2
- Pell City, AL, St. Clair County, VOR-A, Amdt 9
- Nogales, AZ, Nogales Intl, Takeoff Minimums and Obstacle DP, Amdt 2
- Chico, CA, Chico Muni, ILS OR LOC/DME RWY 13L, Amdt 12
- Wilmington, DE, New Castle, ILS OR LOC RWY 1, Amdt 22
- Avon Park, FL, Avon Park Executive, Takeoff Minimums and Obstacle DP, Amdt 1
- Marco Island, FL, Marco Island, GPS RWY 17, Orig-A, CANCELLED
- Marco Island, FL, Marco Island, GPS RWY 35, Orig-A, CANCELLED
- Marco Island, FL, Marco Island, RNAV (GPS) RWY 17, Orig
- Marco Island, FL, Marco Island, RNAV (GPS) RWY 35, Orig
- Marco Island, FL, Marco Island, Takeoff Minimums and Obstacle DP, Amdt 2
- Miami, FL, Kendall-Tamiami Executive, RNAV (GPS) RWY 9L, Orig-A
- Naples, FL, Naples Muni, Takeoff Minimums and Obstacle DP, Amdt 2
- Sebring, FL, Sebring Rgnl, RNAV (RNP) RWY 18, Orig
- West Palm Beach, FL, Palm Beach Intl, ILS OR LOC RWY 10L, Amdt 25
- West Palm Beach, FL, Palm Beach Intl, ILS OR LOC RWY 28R, Amdt 3
- West Palm Beach, FL, Palm Beach Intl, RNAV (GPS) Y RWY 10L, Amdt 2
- West Palm Beach, FL, Palm Beach Intl, RNAV (GPS) Y RWY 14, Amdt 2
- West Palm Beach, FL, Palm Beach Intl, RNAV (GPS) Y RWY 28R, Amdt 2
- West Palm Beach, FL, Palm Beach Intl, RNAV (GPS) Y RWY 32, Amdt 2
- Thomaston, GA, Thomaston-Upson County, RNAV (GPS) RWY 30, Orig
- Chariton, IA, Chariton Muni, GPS RWY 10, Orig-A, CANCELLED
- Chariton, IA, Chariton Muni, RNAV (GPS) RWY 10, Orig
- Chariton, IA, Chariton Muni, RNAV (GPS) RWY 17, Orig
- Chariton, IA, Chariton Muni, Takeoff Minimums and Obstacle DP, Orig
- Idaho Falls, ID, Idaho Falls Rgnl, Takeoff Minimums and Obstacle DP, Amdt 4
- Rochelle, IL, Rochelle Muni-Koritz Field, RNAV (GPS) RWY 25, Orig-A
- Rochelle, IL, Rochelle Muni-Koritz Field, VOR-A, Amdt 8A
- Huntingburg, IN, Huntingburg, GPS RWY 9, Orig, CANCELLED
- Huntingburg, IN, Huntingburg, GPS RWY 27, Orig, CANCELLED
- Huntingburg, IN, Huntingburg, RNAV (GPS) RWY 9, Orig
- Huntingburg, IN, Huntingburg, RNAV (GPS) RWY 27, Orig
- Lewisport, KY, Hancock Co-Ron Lewis Field, RNAV (GPS) RWY 5, Orig
- Lewisport, KY, Hancock Co-Ron Lewis Field, RNAV (GPS) RWY 23, Orig
- Lewisport, KY, Hancock Co-Ron Lewis Field, Takeoff Minimums and Obstacle DP, Orig
- Bogalusa, LA, George R Carr Memorial Air Field, LOC RWY 18, Amdt 2
- Bogalusa, LA, George R Carr Memorial Air Field, Takeoff Minimum and Obstacle DP, Amdt 2
- Winnfield, LA, David G. Joyce, NDB OR GPS RWY 8, Amdt 2B, CANCELLED
- Mankato, MN, Mankato Rgnl, GPS RWY 22, Orig, CANCELLED
- Mankato, MN, Mankato Rgnl, RNAV (GPS) RWY 4, Orig
- Mankato, MN, Mankato Rgnl, RNAV (GPS) RWY 22, Orig
- St Louis, MO, Lambert-St Louis Intl, ILS OR LOC RWY 12R, Amdt 21E
- Okolona, MS, Okolona Muni-Richard Stovall Field, RNAV (GPS) RWY 18, Orig
- Okolona, MS, Okolona Muni-Richard Stovall Field, RNAV (GPS) RWY 36, Orig
- Okolona, MS, Okolona Muni-Richard Stovall Field, VOR/DME OR GPS RWY 18, Amdt 5, CANCELLED
- Butte, MT, Bert Mooney, ILS Y RWY 15, Amdt 7
- Charlotte, NC, Charlotte/Douglas Intl, Takeoff Minimums and Obstacle DP, Amdt 5
- Neligh, NE, Antelope County, RNAV (GPS) RWY 1, Orig
- Neligh, NE, Antelope County, RNAV (GPS) RWY 19, Orig
- Neligh, NE, Antelope County, Takeoff Minimums and Obstacle DP, Orig
- Sidney, NE, Sidney Muni/Lloyd W Carr Field, VOR RWY 31, Amdt 8
- Rochester, NH, Skyhaven, GPS RWY 33, Orig-B, CANCELLED
- Rochester, NH, Skyhaven, NDB-B, Amdt 2
- Rochester, NH, Skyhaven, RNAV (GPS) RWY 33, Orig
- Rochester, NH, Skyhaven, Takeoff Minimums and Obstacle DP, Amdt 6
- Rochester, NH, Skyhaven, VOR/DME-A, Amdt 2
- Teterboro, NJ, Teterboro, RNAV (RNP) RWY 19, Orig-A
- Teterboro, NJ, Teterboro, RNAV (RNP) Z RWY 6, Orig-A
- Jamestown, NY, Chautauqua County/Jamestown, ILS OR LOC RWY 25, Amdt 7
- Jamestown, NY, Chautauqua County/Jamestown, RNAV (GPS) RWY 7, Amdt 1
- Jamestown, NY, Chautauqua County/Jamestown, RNAV (GPS) RWY 25, Amdt 1
- Jamestown, NY, Chautauqua County/Jamestown, RNAV (GPS) Y RWY 25, Orig, CANCELLED
- Massena, NY, Massena Intl-Richards Field, Takeoff Minimums and Obstacle DP, Amdt 8
- New York, NY, John F. Kennedy Intl, RNAV (RNP) Z RWY 31R, Orig-A
- Springfield, OH, Springfield-Beckley Muni, ILS OR LOC RWY 24, Amdt 2
- Springfield, OH, Springfield-Beckley Muni, NDB RWY 24, Amdt 17
- Springfield, OH, Springfield-Beckley Muni, RNAV (GPS) RWY 6, Orig
- Springfield, OH, Springfield-Beckley Muni, RNAV (GPS) RWY 24, Orig
- Springfield, OH, Springfield-Beckley Muni, VOR RWY 6, Amdt 11
- Kutztown, PA, Kutztown, RNAV (GPS)-A, Orig, CANCELLED
- Kutztown, PA, Kutztown, Takeoff Minimums and Obstacle DP, Orig, CANCELLED
- Kutztown, PA, Kutztown, VOR-B, Amdt 1B, CANCELLED
- Saluda, SC, Saluda County, Takeoff Minimums and Obstacle DP, Orig
- Columbia/Mt Pleasant, TN, Maury County, GPS RWY 24, Orig, CANCELLED
- Columbia/Mt Pleasant, TN, Maury County, RNAV (GPS) RWY 6, Orig
- Columbia/Mt Pleasant, TN, Maury County, RNAV (GPS) RWY 24, Orig
- Columbia/Mt Pleasant, TN, Maury County, VOR/DME-A, Amdt 4
- Beaumont/Port Arthur, TX, Southeast Texas Rgnl, ILS OR LOC RWY 12, Amdt 23
- Beaumont/Port Arthur, TX, Southeast Texas Rgnl, LOC BC RWY 30, Amdt 20
- Beaumont/Port Arthur, TX, Southwest Texas Rgnl, Takeoff Minimums and Obstacle DP, Orig
- Bridgeport, TX, Bridgeport Muni, Takeoff Minimums and Obstacle DP, Amdt 2
- Burnet, TX, Burnet Muni/Kate Craddock Field, GPS RWY 1, Amdt 1, CANCELLED
- Burnet, TX, Burnet Muni/Kate Craddock Field, GPS RWY 19, Orig, CANCELLED
- Burnet, TX, Burnet Muni/Kate Craddock Field, NDB RWY 1, Amdt 6
- Burnet, TX, Burnet Muni/Kate Craddock Field, RNAV (GPS) RWY 1, Orig
- Burnet, TX, Burnet Muni/Kate Craddock Field, RNAV (GPS) RWY 19, Orig
- Burnet, TX, Burnet Muni/Kate Craddock Field, Takeoff Minimums and Obstacle DP, Amdt 1
- Dallas, TX, Collins County Rgnl at McKinney, ILS OR LOC RWY 17, Amdt 3
- Dallas, TX, Collins County Rgnl at McKinney, RNAV (GPS) RWY 17, Amdt 1
- Dallas, TX, Collins County Rgnl at McKinney, RNAV (GPS) RWY 35, Amdt 1
- Dallas, TX, Collins County Rgnl at McKinney, Takeoff Minimums and Obstacle DP, Amdt 1
- Killeen, TX, Skylark Field, NDB OR GPS RWY 1, Amdt 5C, CANCELLED
- Tooele, UT, Bolinder Field-Tooele Valley, RNAV (GPS) RWY 17, Amdt 2A
- Tooele, UT, Bolinder Field-Tooele Valley, RNAV (GPS) Y RWY 17, Orig, CANCELLED
- Eastsound, WA, Orcas Island, Takeoff Minimums and Obstacle DP, Amdt 1
- Milwaukee, WI, General Mitchell Intl, ILS OR LOC RWY 1L, ILS RWY 1L (CAT II), ILS RWY 1L (CAT III), Amdt 9
- Milwaukee, WI, General Mitchell Intl, RNAV (GPS) RWY 1L, Amdt 1
- Minocqua-Woodruff, WI, Lakeland/Noble F. Lee Memorial Field, LOC RWY 36, Amdt 1
- Minocqua-Woodruff, WI, Lakeland/Noble F. Lee Memorial Field, NDB RWY 28, Amdt 12
- Minocqua-Woodruff, WI, Lakeland/Noble F. Lee Memorial Field, NDB OR GPS RWY 18, Amdt 12A, CANCELLED
- Minocqua-Woodruff, WI, Lakeland/Noble F. Lee Memorial Field, NDB OR GPS RWY 36, Amdt 9A, CANCELLED
- Minocqua-Woodruff, WI, Lakeland/Noble F. Lee Memorial Field, RNAV (GPS) RWY 18, Orig
- Minocqua-Woodruff, WI, Lakeland/Noble F. Lee Memorial Field, RNAV (GPS) RWY 28, Orig
- Minocqua-Woodruff, WI, Lakeland/Noble F. Lee Memorial Field, RNAV (GPS) RWY 36, Orig
- Minocqua-Woodruff, WI, Lakeland/Noble F. Lee Memorial Field, Takeoff Minimums and Obstacle DP, Orig

Sheboygan, WI, Sheboygan County Memorial, ILS OR LOC/DME RWY 21, Amdt 3

Sheboygan, WI, Sheboygan County Memorial, RNAV (GPS) RWY 3, Amdt 2

Sheboygan, WI, Sheboygan County Memorial, RNAV (GPS) RWY 21, Amdt 2

Sheboygan, WI, Sheboygan County Memorial, VOR RWY 3, Amdt 8

Sheboygan, WI, Sheboygan County Memorial, VOR RWY 21, Amdt 8

[FR Doc. E9-27898 Filed 11-20-09; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30698; Amdt. No. 3349]

#### 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 November 23, 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 November 23, 2009.

**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 <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), 14 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).