

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 73**[Docket No. FAA-2010-0557; Airspace  
Docket No. 10-AWP-6]

RIN 2120-AA66

**Revision of Restricted Area R-2504;  
Camp Roberts, CA**AGENCY: Federal Aviation  
Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** This action revises Restricted Area R-2504, Camp Roberts, CA, by subdividing the area of R-2504 to create R-2504A and R-2504B. Together, R-2504A and R-2504B will occupy the same lateral and vertical dimensions of the existing R-2504. The FAA is taking this action in response to a request from the United States (U.S.) Army. This action will fulfill Department of Defense training requirements while freeing unused airspace for use by nonparticipating civil aircraft, and allows the U.S. Army to activate only that portion of the airspace necessary to contain their operations.

**DATES:** Effective date 0901 UTC, September 23, 2010.

**FOR FURTHER INFORMATION CONTACT:** Ken McElroy, Airspace and Rules Group, Office of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

**SUPPLEMENTARY INFORMATION:****History**

In May 2009, the FAA Western Service Center, Operations Support Group in conjunction with the U.S. Army conducted a Special Use Airspace (SUA) review at Camp Roberts, CA. It was determined that the existing airspace was not being used efficiently and the U.S. Army requested the FAA take action to subdivide R-2504. This action is in response to that request.

**The Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR) part 73 by revising R-2504, Camp Roberts, CA, dividing the area into two sub areas; R-2504A from the surface to but not including 6,000 feet mean sea level (MSL); and R-2504B from 6,000 MSL to 15,000 feet MSL. Together, R-2504A and R-2504B will occupy the same lateral and vertical dimensions of the existing R-2504. This action permits greater access to airspace by both Visual Flight

Rules and Instrument Flight Rules aircraft during periods of activation of R-2504A and R-2504B. Since there are no changes to the boundaries, time of designation, or activities conducted within the affected restricted areas, notice and public procedures under 5 U.S.C. 533(b) are unnecessary.

Section 73.25 of Title 14 CFR part 73 was republished in FAA Order 7400.8S, effective February 16, 2010.

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. Therefore, this regulation: (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (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 that 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 United States Code. 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.

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 the 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 amends a restricted area for Camp Roberts, California.

**Environmental Review**

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures," paragraph 311d. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

**List of Subjects in 14 CFR Part 73**

Airspace, Prohibited areas, Restricted areas.

**Adoption of the Amendment**

■ In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

**PART 73—SPECIAL USE AIRSPACE**

■ 1. The authority citation for part 73 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.

**§ 73.25 [Amended]**

■ 2. § 73.25 is amended as follows:

\* \* \* \* \*

**R-2504 Camp Roberts, CA [Remove]****R-2504 A Camp Roberts, CA [New]**

Boundaries. Beginning at lat. 35°42'18" N., long. 120°47'59" W.; to lat. 35°42'18" N., long. 120°47'24" W.; to lat. 35°42'58" N., long. 120°45'37" W.; to lat. 35°46'38" N., long. 120°44'42" W.; to lat. 35°47'18" N., long. 120°44'49" W.; to lat. 35°47'54" N., long. 120°45'53" W.; to lat. 35°49'10" N., long. 120°45'44" W.; to lat. 35°51'00" N., long. 120°46'29" W.; to lat. 35°51'11" N., long. 120°47'59" W.; to lat. 35°48'50" N., long. 120°50'02" W.; to lat. 35°46'00" N., long. 120°49'59" W.; to lat. 35°44'03" N., long. 120°48'12" W.; to lat. 35°43'08" N., long. 120°49'04" W.; to lat. 35°42'44" N., long. 120°48'52" W.; to the point of beginning.

*Designated altitudes.* Surface to but not including 6,000 feet MSL.

*Time of designation.* 0600 to 2400 PST, daily.

*Controlling agency.* FAA, Oakland ARTCC.

*Using agency.* Commander, Camp Roberts, CA.

\* \* \* \* \*

**R-2504 B Camp Roberts, CA [New]**

Boundaries. Beginning at lat. 35°42'18" N., long. 120°47'59" W.; to lat. 35°42'18" N., long. 120°47'24" W.; to lat. 35°42'58" N., long. 120°45'37" W.; to lat. 35°46'38" N., long. 120°44'42" W.; to lat. 35°47'18" N., long. 120°44'49" W.; to lat. 35°47'54" N., long. 120°45'53" W.; to lat. 35°49'10" N., long. 120°45'44" W.; to lat. 35°51'00" N., long. 120°46'29" W.; to lat. 35°51'11" N., long. 120°47'59" W.; to lat. 35°48'50" N., long. 120°50'02" W.; to lat. 35°46'00" N., long. 120°49'59" W.; to lat. 35°44'03" N., long. 120°48'12" W.; to lat. 35°43'08" N., long. 120°49'04" W.; to lat. 35°42'44" N., long. 120°48'52" W.; to the point of beginning.

*Designated altitudes.* 6,000 feet MSL to 15,000 feet MSL.

*Time of designation.* 0600 to 2400 PST, daily.

*Controlling agency.* FAA, Oakland ARTCC.

*Using agency.* Commander, Camp Roberts, CA.

Issued in Washington, DC, on May 27, 2010.

**Kenneth McElroy,**

*Acting Manager, Airspace and Rules Group.*

[FR Doc. 2010-13607 Filed 6-4-10; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### 14 CFR Part 97

[Docket No. 30726; Amdt. No. 3375]

#### 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 June 7, 2010. 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 June 7, 2010.

**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** 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).