

Waco, TX, Waco Rgnl, Takeoff Minimums and Obstacle DP, Orig
 Leesburg, VA, Leesburg Executive, LOC RWY 17, Amdt 3
 Leesburg, VA, Leesburg Executive, RNAV (GPS) RWY 17, Amdt 2
 Leesburg, VA, Leesburg Executive, Takeoff Minimums and Obstacle DP, Amdt 2
 Leesburg, VA, Leesburg Executive, VOR OR GPS-A, Amdt 1B, CANCELLED
 Spokane, WA, Spokane Intl, ILS OR LOC/DME RWY 21, ILS RWY 21 (CAT II), ILS RWY 21 (CAT III), Amdt 22
 Spokane, WA, Spokane Intl, Takeoff Minimums and Obstacle DP, Amdt 6

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BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

14 CFR Part 97

[Docket No. 30739; Amdt. No. 3387]

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 August 23, 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 August 23, 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.

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:

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).

Issued in Washington, DC, on August 6, 2010.

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 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, 97.35 [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
23-Sep-10 ...	OK	Sand Springs	William R Pogue Muni	0/0508	7/15/10	NDB Rwy 35, Amdt 2E.
23-Sep-10 ...	OK	Sand Springs	William R Pogue Muni	0/1461	7/15/10	VOR/DME A, Amdt 3.
23-Sep-10 ...	AL	Clanton	Chilton County	0/1946	5/27/10	Takeoff Minimums and (Obstacle) Departure Procedures Orig.
23-Sep-10 ...	NH	Lebanon	Lebanon Muni	0/2536	7/19/10	VOR/DME Rwy 7, Amdt 1.
23-Sep-10 ...	NH	Lebanon	Lebanon Muni	0/2537	7/19/10	ILS Or LOC Rwy 18, Amdt 5A.
23-Sep-10 ...	NH	Berlin	Berlin RGNL	0/2958	7/21/10	VOR B, Amdt 2A.
23-Sep-10 ...	VT	Highgate	Franklin County State	0/2999	7/21/10	VOR/DME Rwy 19, Amdt 4.
23-Sep-10 ...	VT	Highgate	Franklin County State	0/3000	7/21/10	RNAV (GPS) Rwy 19, Orig.
23-Sep-10 ...	VT	Highgate	Franklin County State	0/3001	7/21/10	RNAV (GPS) Rwy 1, Amdt 2.
23-Sep-10 ...	NC	Raleigh/Durham	Raleigh-Durham Intl	0/4050	8/4/10	ILS Or LOC Rwy 23R, Amdt 11; ILS Rwy 23R (CAT II), Amdt 11; ILS Rwy 23R (CAT III), Amdt 11.
23-Sep-10 ...	CA	Hanford	Hanford Muni	0/4457	7/29/10	RNAV (GPS) Rwy 32, Amdt 1.
23-Sep-10 ...	MA	Boston	Gen Edward Lawrence Logan Intl	0/5074	7/15/10	RNAV (GPS) Rwy 27, Orig-A.
23-Sep-10 ...	MA	Boston	Gen Edward Lawrence Logan Intl	0/5075	7/15/10	RNAV (GPS) Rwy 32, Orig-A.
23-Sep-10 ...	MA	Boston	Gen Edward Lawrence Logan Intl	0/5076	7/15/10	RNAV (GPS) Rwy 22L, Orig.
23-Sep-10 ...	MA	Boston	Gen Edward Lawrence Logan Intl	0/5081	7/15/10	RNAV (GPS) Rwy 33L, Orig-B.
23-Sep-10 ...	MA	Boston	Gen Edward Lawrence Logan Intl	0/5082	7/15/10	RNAV (GPS) Rwy 15R, Orig-B.
23-Sep-10 ...	ME	Pittsfield	Pittsfield Muni	0/5401	7/7/10	NDB Rwy 36, Amdt 4.
23-Sep-10 ...	AK	Galena	Edward G. Pitka, Sr	0/5799	7/15/10	VOR/DME Rwy 25, Amdt 10.
23-Sep-10 ...	CQ	Saipan	Saipan/Francisco C. Ada/Saipan Intl ..	0/5800	6/10/10	GPS Rwy 25, Amdt 1B.
23-Sep-10 ...	AK	Galena	Edward G. Pitka, Sr	0/5801	7/15/10	VOR/DME Rwy 7, Amdt 7.
23-Sep-10 ...	AK	Nome	Nome	0/6640	6/22/10	RNAV (GPS) Rwy 3, Orig.
23-Sep-10 ...	AK	Nome	Nome	0/6641	6/22/10	RNAV (GPS) Rwy 10, Orig.
23-Sep-10 ...	AK	Nome	Nome	0/6642	6/22/10	NDB/DME Rwy 3, Amdt 2.
23-Sep-10 ...	AK	Nome	Nome	0/6643	6/22/10	NDB A, Orig.
23-Sep-10 ...	AK	Nome	Nome	0/6644	6/22/10	VOR Rwy 28, Amdt 2.
23-Sep-10 ...	AK	Nome	Nome	0/6645	6/22/10	VOR/DME Rwy 10, Amdt 2.
23-Sep-10 ...	AK	Clarks Point	Clarks Point	0/6649	7/15/10	RNAV (GPS) Rwy 18, Orig.
23-Sep-10 ...	AK	Clarks Point	Clarks Point	0/6652	7/15/10	RNAV (GPS) Rwy 36, Orig.
23-Sep-10 ...	AK	Quinhagak	Quinhagak	0/7691	7/15/10	RNAV (GPS) Rwy 12, Orig.
23-Sep-10 ...	AK	Quinhagak	Quinhagak	0/7692	7/15/10	RNAV (GPS) Rwy 30, Orig.
23-Sep-10 ...	MA	Boston	Gen Edward Lawrence Logan Intl	0/8349	7/15/10	ILS Or LOC Rwy 4R, Amdt 9B.

AIRAC Date	State	City	Airport	FDC No.	FDC Date	Subject
23-Sep-10 ...	MA	Boston	Gen Edward Lawrence Logan Intl	0/8350	7/15/10	ILS Or LOC Rwy 33L, Amdt 3.

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POSTAL SERVICE

39 CFR Part 111

Optional Mail Preparation Standards for Flat-Size Mailpieces in FSS Zones

AGENCY: Postal Service™.
ACTION: Final rule.

SUMMARY: The Postal Service™ is revising the *Mailing Standards of the United States Postal Service*, Domestic Mail Manual (DMM®) to provide optional mail preparation standards for flat-size Standard Mail, Periodicals, and Bound Printed Matter mailpieces prepared for delivery within ZIP® Codes served by Flats Sequencing System (FSS) processing.

DATES: Effective January 2, 2011.

FOR FURTHER INFORMATION CONTACT: Susan Hawes at 202-268-8980 or Kevin Gunther at 202-268-7208.

SUPPLEMENTARY INFORMATION: The Postal Service is revising the DMM to provide optional standards for bundle and pallet preparation of flat-size Standard Mail, Periodicals and Bound Printed Matter mailpieces prepared for delivery within the ZIP Codes served by Flats Sequencing System (FSS) processing. FSS is a critical element in the Postal Service's strategic operations plan and will allow the Postal Service to improve delivery efficiency and control costs.

In the 1990s the Postal Service, in an effort to control costs and limit postage prices, adopted technological changes designed to reduce the time carriers spent in the office preparing mail for delivery. The most notable of these changes was the implementation of Delivery Point Sequencing (DPS). Today, the Postal Service is now placing nearly 92 percent of all letter-size mailpieces into delivery sequence. Similar to DPS processing for letters, FSS automates the sequencing of flat-size mailpieces into delivery order, eliminating labor-intensive manual sortation by carriers.

One essential change to the methods that mailers use to prepare flat-size mail involves the modification of bundling standards when mailing to delivery areas with FSS-processing capability. The Postal Service, as it begins to

determine the best practices for optimizing FSS implementation and operation, encourages mailers to prepare bundles of flat-size mail to facilitate the efficient loading of this mail into the FSS machines. Efficient induction of mailpieces into FSS requires bundles of flats to be of equal height, in order to facilitate their placement into the standard containers that feed into the FSS induction mechanism. Preparing bundles which can be placed easily into these containers improves efficiency in loading containers and ensures stability and ease of transport of mailer-prepared containers.

The Postal Service developed these optional preparation standards working with members of the mailing industry, representing a wide spectrum of flat mail owners and preparers. The group determined that the preparation of bundles and pallets specifically for FSS processing could lead to greater efficiencies and cost savings for both the USPS® and mailing industry. Industry members agreed that the production of uniform bundle heights could reduce the costs associated with preparing bundles, and that more stable pallet construction would improve mailer transport of the mail to drop shipment locations. In addition, preparing FSS scheme pallets allows for the creation of larger pallets, permitting the mail to move directly to the FSS mail prep area.

The Postal Service is also providing advance notice that FSS-based mail preparation requirements will become mandatory in the future; however we are currently not proposing a timeline for their implementation.

With this revision, mailers will have the option to prepare separate mailings of Standard Mail®, Periodicals, and Bound Printed Matter barcoded flats, including some barcoded nonmachinable Periodicals flats capable of being processed by FSS, into one or more of the following pallet-level separations:

1. A 5-digit FSS-scheme ZIP Code combination (including one or more 5-digit ZIP Codes);
2. FSS facility sort (all 5-digit FSS-scheme ZIP Code combinations processed within the same facility); or
3. A sectional center facility (SCF) with FSS capability, when combined on pallets with flat-size mailpieces not intended for FSS processing.

Mailers choosing to prepare flats for delivery to FSS zones, using this option,

will place qualifying mailpieces from all price categories into a separate combined pool for each individual 5-digit FSS-scheme combination. Mailers will then prepare bundles of uniform size from the pieces in the pool. Bundles must be identified as a 5-digit scheme presort with an optional endorsement line (OEL) under 708.7.0. OELs used under this option may be applied to the top piece of each bundle, unless otherwise required to be placed on each piece by other standards. All pieces for each combined mailpiece pool must be prepared in bundles of similar height (3 inches minimum to 6.5 inches maximum), secured according to current bundling standards. Except for one overflow bundle that may be under the minimum height, all bundles within each mailpiece pool must be of uniform size. Though we will allow overflow bundles, we encourage "leveling" (adjusting bundle heights within a presort destination to avoid overflow bundles) of the bundles within each mailpiece pool. The counter-stacking (rotating groups of mailpieces within a bundle 180 degrees from the preceding and succeeding group) of mailpieces within bundles is not being addressed as a part of these optional standards, and mailers may continue this practice in accordance with current standards. In the future, the Postal Service may require that mailpieces not be counter-stacked within bundles when being prepared for FSS processing, but no decision on this potential requirement has been made.

Bundles must be placed on pallets to form layers of consistent thickness; and bundles of nonuniform thickness must be counter-stacked on pallets in accordance with current standards. Pallets must be prepared and labeled as described in DMM 705.8.0, with a pallet placard bearing an Intelligent Mail container barcode as described in 708.6.6.0.

Mailpieces that meet the current eligibility standards for basic and high density carrier route prices will continue to be eligible for these prices when prepared in accordance with the FSS optional preparation standards. Saturation price Standard Mail and Periodicals carrier route flats are not eligible for preparation under this option. The sequencing of mailpieces within carrier route bundles is not required or recommended when