

406 of the Agricultural Research, Extension, and Education Reform Act of 1998 (AREERA), 7 U.S.C. 7626, as amended by the Food, Conservation, and Energy Act of 2008 (FCEA), Public Law 110-246.

§ 3430.501 Purpose.

The purpose of this subpart is to make competitive grants for integrated, multifunctional agricultural research, extension, and education activities.

§ 3430.502 Definitions.

The definitions applicable to the competitive grant programs under this subpart include:

Integrated program means a program that brings the three agricultural knowledge components (*i.e.*, research, extension, and education) together around a problem or activity through the award of integrated projects and single component projects.

Integrated project means a project that brings at least two out of three agricultural knowledge components (*i.e.*, research, extension, and education) together around a problem or activity.

§ 3430.503 Eligibility.

The following entities are eligible to apply for and receive a grant under this subpart:

- (a) Colleges and universities;
- (b) 1994 Institutions; and
- (c) Hispanic-serving agricultural colleges and universities (as defined in section 1404 of the National Agricultural Research, Extension, and Teaching Policy Act of 1977 (7 U.S.C. 3103), and in the RFA).

§ 3430.504 Project types and priorities.

For each RFA, NIFA may develop and include the appropriate project types and priority areas based on stakeholder input and as deemed appropriate by NIFA, in consultation with the Advisory Board, and that involve integrated research, extension, and education activities. Duration and amount of grants may vary depending on the type of project.

§ 3430.505 Funding restrictions.

(a) *Construction*. Funds made available for grants under this subsection shall not be used for the construction of a new building or facility or the acquisition, expansion, remodeling, or alteration of an existing building or facility (including site grading and improvement, and architect fees).

(b) *Indirect Costs*. Subject to § 3430.54, indirect costs are allowable.

§ 3430.506 Matching requirements.

(a) *General requirement*. If a grant under this subpart provides a particular benefit to a specific agricultural commodity, the recipient of the grant is required to provide funds or in-kind support to match the amount of funds provided by NIFA.

(b) *Indirect costs*. Use of indirect costs as in-kind matching contributions is subject to § 3430.52(b).

(c) *Waiver authority*. NIFA may waive the matching requirement specified in paragraph (a) of this section with respect to a grant if NIFA determines that:

(1) The results of the project, while of particular benefit to a specific agricultural commodity, are likely to be applicable to agricultural commodities generally; or

(2) When all three of the following conditions are present:

- (i) The project involves a minor commodity,
- (ii) The project deals with scientifically important research, and
- (iii) The grant recipient is unable to satisfy the matching funds requirement.

§ 3430.507 Program requirements.

(a) *General*. Grants under this subpart shall address priorities in the United States agriculture that involve integrated research, extension, and education activities as determined by the Secretary through Agency stakeholder input processes and in consultation with the Advisory Board.

(b) *Duration of awards*. The term of a grant under this subpart may not exceed 5 years.

Done at Washington, DC, this 30th day of August 2010.

Roger Beachy,

Director, National Institute of Food and Agriculture.

[FR Doc. 2010-22387 Filed 9-8-10; 8:45 am]

BILLING CODE 3410-22-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30740; Amdt. No. 3388]

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 September 9, 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 September 9, 2010.

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 August 20, 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 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 23 SEP 2010

Birmingham, AL, Birmingham-Shuttlesworth Intl, RNAV (GPS) Y RWY 6, Amdt 1A
 Birmingham, AL, Birmingham-Shuttlesworth Intl, RNAV (GPS) Y RWY 24, Amdt 2A
 Birmingham, AL, Birmingham-Shuttlesworth Intl, RNAV (RNP) Z RWY 6, Orig
 Birmingham, AL, Birmingham-Shuttlesworth Intl, RNAV (RNP) Z RWY 24, Orig
 Courtland, AL, Courtland, RNAV (GPS) RWY 13, Amdt 1
 Courtland, AL, Courtland, RNAV (GPS) RWY 31, Amdt 1
 Courtland, AL, Courtland, Takeoff Minimum and Obstacle DP, Amdt 1
 Courtland, AL, Courtland, VOR RWY 13, Amdt 1
 Fort Payne, AL, Isbell Field, GPS RWY 4, Orig, CANCELLED
 Fort Payne, AL, Isbell Field, GPS RWY 22, Orig, CANCELLED
 Fort Payne, AL, Isbell Field, NDB-A, Amdt 1
 Fort Payne, AL, Isbell Field, RNAV (GPS) RWY 4, Orig
 Fort Payne, AL, Isbell Field, RNAV (GPS) Y RWY 22, Orig
 Fort Payne, AL, Isbell Field, RNAV (GPS) Z RWY 22, Orig
 Fort Payne, AL, Isbell Field, Takeoff Minimum and Obstacle DP, Amdt 1
 Flagstaff, AZ, Flagstaff Pulliam, RNAV (GPS)-B, Orig
 Flagstaff, AZ, Flagstaff Pulliam, VOR-A, Amdt 4
 Hawthorne, CA, Jack Northrop Field/Hawthorne Muni, LOC RWY 25, Amdt 11
 Hawthorne, CA, Jack Northrop Field/Hawthorne Muni, VOR RWY 25, Amdt 16
 Little River, CA, Little River, RNAV (GPS) RWY 29, Orig
 Oakland, CA, Metropolitan Oakland Intl, ILS OR LOC RWY 11, Amdt 6
 Oakland, CA, Metropolitan Oakland Intl, RNAV (GPS) Y RWY 11, Amdt 1
 Oakland, CA, Metropolitan Oakland Intl, RNAV (GPS) Y RWY 27L, Amdt 2
 Oakland, CA, Metropolitan Oakland Intl, RNAV (GPS) Y RWY 27R, Amdt 1
 Oakland, CA, Metropolitan Oakland Intl, RNAV (GPS) Y RWY 29, Amdt 1
 Oakland, CA, Metropolitan Oakland Intl, RNAV (RNP) Z RWY 11, Orig
 Oakland, CA, Metropolitan Oakland Intl, RNAV (RNP) Z RWY 27L, Orig
 Oakland, CA, Metropolitan Oakland Intl, RNAV (RNP) Z RWY 27R, Orig
 Oakland, CA, Metropolitan Oakland Intl, RNAV (RNP) Z RWY 29, Orig
 San Jose, CA, Norman Y. Mineta San Jose Intl, RNAV (GPS) Y RWY 12L, Amdt 2
 San Jose, CA, Norman Y. Mineta San Jose Intl, RNAV (GPS) Y RWY 30R, Amdt 2
 San Jose, CA, Norman Y. Mineta San Jose Intl, RNAV (RNP) Z RWY 12L, Orig
 San Jose, CA, Norman Y. Mineta San Jose Intl, RNAV (RNP) Z RWY 12R, Amdt 1
 San Jose, CA, Norman Y. Mineta San Jose Intl, RNAV (RNP) Z RWY 30L, Amdt 1
 San Jose, CA, Norman Y. Mineta San Jose Intl, RNAV (RNP) Z RWY 30R, Orig
 Colorado Springs, CO, City of Colorado Springs Muni, RNAV (GPS) Y RWY 17R, Amdt 2
 Colorado Springs, CO, City of Colorado Springs Muni, RNAV (RNP) Z RWY 17L, Orig

- Colorado Springs, CO, City of Colorado Springs Muni, RNAV (RNP) Z RWY 17R, Orig
- Colorado Springs, CO, City of Colorado Springs Muni, RNAV (RNP) Z RWY 35L, Orig
- Colorado Springs, CO, City of Colorado Springs Muni, RNAV (RNP) Z RWY 35R, Orig
- Denver, CO, Denver Intl, ILS OR LOC RWY 34L, ILS RWY 34L (CAT II), ILS RWY 34L (CAT III), Amdt 1
- Denver, CO, Denver Intl, ILS OR LOC RWY 34R, ILS RWY 34R (CAT II), ILS RWY 34R (CAT III), Amdt 2
- Denver, CO, Denver Intl, ILS OR LOC RWY 35L, ILS RWY 35L (CAT II), ILS RWY 35L (CAT III), Amdt 4
- Denver, CO, Denver Intl, ILS OR LOC RWY 35R, ILS RWY 35R (CAT II), ILS RWY 35R (CAT III), Amdt 2
- Denver, CO, Denver Intl, RNAV (GPS) RWY 34L, Amdt 1
- Denver, CO, Denver Intl, RNAV (GPS) RWY 34R, Amdt 1
- Denver, CO, Denver Intl, RNAV (GPS) RWY 35L, Amdt 1
- Denver, CO, Denver Intl, RNAV (GPS) RWY 35R, Amdt 1
- Fort Lauderdale, FL, Fort Lauderdale Executive, RNAV (GPS) RWY 8, Amdt 1
- Fort Lauderdale, FL, Fort Lauderdale Executive, RNAV (GPS) RWY 26, Amdt 1
- McRae, GA, Telfair-Wheeler, NDB RWY 21, Amdt 10
- Pine Mountain, GA, Harris County, RNAV (GPS) RWY 9, Orig
- Pine Mountain, GA, Harris County, VOR-A, Amdt 5
- Council Bluffs, IA, Council Bluffs Muni, ILS OR LOC RWY 36, Orig
- Jefferson, IA, Jefferson Muni, GPS RWY 14, Orig-A, CANCELLED
- Jefferson, IA, Jefferson Muni, GPS RWY 32, Orig-A, CANCELLED
- Jefferson, IA, Jefferson Muni, NDB RWY 32, Amdt 6
- Jefferson, IA, Jefferson Muni, RNAV (GPS) RWY 14, Orig
- Jefferson, IA, Jefferson Muni, RNAV (GPS) RWY 32, Orig
- Idaho Falls, ID, Idaho Falls Rgnl, RNAV (GPS) Y RWY 2, Amdt 1
- Idaho Falls, ID, Idaho Falls Rgnl, RNAV (GPS) Y RWY 20, Amdt 1
- Idaho Falls, ID, Idaho Falls Rgnl, RNAV (RNP) Z RWY 2, Orig
- Idaho Falls, ID, Idaho Falls Rgnl, RNAV (RNP) Z RWY 20, Orig
- Alton/St Louis, IL, St Louis Rgnl, Takeoff Minimums and Obstacle DP, Amdt 1
- Decatur, IL, Decatur, VOR RWY 36, Amdt 16
- Peru, IL, Illinois Valley Rgnl-Walter A Duncan Field, RNAV (GPS) RWY 18, Orig-A
- Peru, IL, Illinois Valley Rgnl-Walter A Duncan Field, RNAV (GPS) RWY 36, Orig-A
- Sullivan, IN, Sullivan County, GPS RWY 18, Orig, CANCELLED
- Sullivan, IN, Sullivan County, GPS RWY 36, Amdt 1, CANCELLED
- Sullivan, IN, Sullivan County, RNAV (GPS) RWY 18, Orig
- Sullivan, IN, Sullivan County, RNAV (GPS) RWY 36, Orig
- Warsaw, IN, Warsaw Muni, ILS OR LOC/DME RWY 27, Amdt 1
- Warsaw, IN, Warsaw Muni, RNAV (GPS) RWY 9, Orig
- Warsaw, IN, Warsaw Muni, RNAV (GPS) RWY 27, Orig
- Warsaw, IN, Warsaw Muni, Takeoff Minimums and Obstacle DP, Amdt 2
- Warsaw, IN, Warsaw Muni, VOR RWY 9, Amdt 6
- Warsaw, IN, Warsaw Muni, VOR RWY 27, Amdt 7
- Syracuse, KS, Syracuse-Hamilton County Muni, RNAV (GPS) RWY 18, Orig
- Syracuse, KS, Syracuse-Hamilton County Muni, RNAV (GPS) RWY 36, Orig
- Syracuse, KS, Syracuse-Hamilton County Muni, Takeoff Minimums and Obstacle DP, Orig
- New Orleans, LA, Louis Armstrong New Orleans Intl, RNAV (GPS) Y RWY 28, Amdt 2
- Faribault, MN, Faribault Muni, Takeoff Minimums and Obstacle DP, Orig
- Minneapolis, MN, Airlake, RNAV (GPS) RWY 12, Orig
- St. Louis, MO, Lambert-St. Louis Intl, ILS OR LOC RWY 12L, ILS RWY 12L (CAT II), ILS RWY 12L (CAT III), Amdt 6
- St. Louis, MO, Lambert-St. Louis Intl, ILS OR LOC RWY 30R, ILS RWY 30R (CAT II), ILS RWY 30R (CAT III), Amdt 10
- St. Louis, MO, Lambert-St. Louis Intl, ILS PRM RWY 12L, ILS PRM RWY 12L (CAT II); ILS PRM RWY 12L (CAT III), (Simultaneous Close Parallel), Amdt 1
- St. Louis, MO, Lambert-St. Louis Intl, Takeoff Minimums and Obstacle DP, Amdt 2
- Indianola, MS, Indianola Muni, RNAV (GPS) RWY 18, Amdt 1
- Indianola, MS, Indianola Muni, RNAV (GPS) RWY 36, Amdt 1
- Indianola, MS, Indianola Muni, Takeoff Minimums and Obstacle DP, Amdt 1
- West Yellowstone, MT, Yellowstone, RNAV (GPS) RWY 1, Orig
- West Yellowstone, MT, Yellowstone, RNAV (GPS) RWY 19, Orig
- Beaufort, NC, Michael J. Smith Field, LOC RWY 26, Amdt 2
- Beaufort, NC, Michael J. Smith Field, RNAV (GPS) RWY 21, Amdt 1
- Beaufort, NC, Michael J. Smith Field, RNAV (GPS) RWY 26, Amdt 1
- Smithfield, NC, Johnston County, RNAV (GPS) RWY 3, Orig-A
- Harvey, ND, Harvey Muni, GPS RWY 11, Orig, CANCELLED
- Harvey, ND, Harvey Muni, GPS RWY 29, Orig, CANCELLED
- Harvey, ND, Harvey Muni, RNAV (GPS) RWY 11, Orig
- Harvey, ND, Harvey Muni, RNAV (GPS) RWY 29, Orig
- Harvey, ND, Harvey Muni, Takeoff Minimums and Obstacle DP, Orig
- Hamilton, NY, Hamilton Muni, RNAV (GPS) Y RWY 17, Orig
- Hamilton, NY, Hamilton Muni, RNAV (GPS) Z RWY 17, Orig
- White Plains, NY, Westchester County, COPTER ILS OR LOC/DME RWY 16, Orig-E
- White Plains, NY, Westchester County, ILS OR LOC RWY 16, Amdt 23
- White Plains, NY, Westchester County, ILS OR LOC RWY 34, Amdt 4
- White Plains, NY, Westchester County, NDB RWY 16, Amdt 21B
- White Plains, NY, Westchester County, RNAV (GPS) Y RWY 16, Amdt 1
- White Plains, NY, Westchester County, RNAV (GPS) Y RWY 34, Amdt 3
- White Plains, NY, Westchester County, RNAV (RNP) Z RWY 16, Orig
- White Plains, NY, Westchester County, RNAV (RNP) Z RWY 34, Orig
- Dayton, OH, James M Cox Dayton Intl, ILS OR LOC RWY 24R, Amdt 9
- Frederick, OK, Frederick Rgnl, GPS RWY 35L, Amdt 1, CANCELLED
- Frederick, OK, Frederick Rgnl, RNAV (GPS) RWY 35, Orig
- Portland, OR, Portland Intl, ILS OR LOC RWY 10L, Amdt 3
- Portland, OR, Portland Intl, ILS OR LOC RWY 10R, ILS RWY 10R (CAT II), ILS RWY 10R (CAT III), Amdt 33
- Portland, OR, Portland Intl, ILS OR LOC RWY 28L, Amdt 2
- Portland, OR, Portland Intl, ILS OR LOC RWY 28R, Amdt 14
- Portland, OR, Portland Intl, LOC/DME RWY 21, Amdt 8
- Portland, OR, Portland Intl, RNAV (GPS) RWY 10L, Amdt 1
- Portland, OR, Portland Intl, RNAV (GPS) RWY 10R, Amdt 1
- Portland, OR, Portland Intl, RNAV (GPS) RWY 28L, Amdt 1
- Portland, OR, Portland Intl, RNAV (GPS) RWY 28R, Amdt 1
- Portland, OR, Portland Intl, Takeoff Minimums and Obstacle DP, Amdt 7
- Portland, OR, Portland Intl, VOR/DME RWY 21, Amdt 1
- North Myrtle Beach, SC, Grand Strand, ILS OR LOC/DME RWY 23, Amdt 11
- North Myrtle Beach, SC, Grand Strand, VOR RWY 5, Amdt 22
- North Myrtle Beach, SC, Grand Strand, VOR RWY 23, Amdt 20
- Huntingdon, TN, Carroll County, GPS RWY 19, Orig, CANCELLED
- Huntingdon, TN, Carroll County, NDB RWY 1, Amdt 2
- Huntingdon, TN, Carroll County, RNAV (GPS) RWY 1, Orig
- Huntingdon, TN, Carroll County, RNAV (GPS) RWY 19, Orig
- Lewisburg, TN, Ellington, GPS RWY 20, Orig, CANCELLED
- Lewisburg, TN, Ellington, NDB RWY 20, Amdt 5
- Lewisburg, TN, Ellington, RNAV (GPS) RWY 2, Orig
- Lewisburg, TN, Ellington, RNAV (GPS) RWY 20, Orig
- Corpus Christi, TX, Corpus Christi Intl, RNAV (RNP) Z RWY 13, Orig
- Corpus Christi, TX, Corpus Christi Intl, RNAV (RNP) Z RWY 31, Orig
- Corpus Christi, TX, Corpus Christi Intl, RNAV (RNP) Z RWY 35, Orig
- Eagle Lake, TX, Eagle Lake, RNAV (GPS) RWY 17, Orig-A
- Temple, TX, Draughon-Miller Central Texas Rgnl, ILS OR LOC RWY 15, Amdt 12
- Jonesville, VA, Lee County, RNAV (GPS) RWY 25, Amdt 1
- Martinsville, VA, Blue Ridge, RNAV (GPS) RWY 12, Amdt 1
- Martinsville, VA, Blue Ridge, RNAV (GPS) RWY 30, Amdt 2

On August 2, 2010 (75 FR 45049) the FAA published an Amendment in Docket No. 30736, Amdt 3384 to Part 97 of the Federal Aviation Regulations under section 97.23 and 97.33. The following entry effective 26 August 2010 is hereby *rescinded*:

Troy, AL, Troy Muni, Radar-1, Amdt 9

On August 2, 2010 (75 FR 45049) the FAA published an Amendment in Docket No. 30736, Amdt 3384 to Part 97 of the Federal Aviation Regulations under section 97.23 and 97.33. The following entries effective 23 September 2010 are hereby *rescinded*:

Austin, TX, Austin Executive, RNAV (GPS)

RWY 13, Orig

Austin, TX, Austin Executive, RNAV (GPS)

RWY 31, Orig

Austin, TX, Austin Executive, Takeoff

Minimums and Obstacle DP, Orig

Bryce, UT, Bryce Canyon, BRYCE ONE

Graphic Obstacle DP

Bryce, UT, Bryce Canyon, RNAV (GPS) RWY

3, Orig

Bryce, UT, Bryce Canyon, RNAV (GPS) RWY

21, Orig

Bryce, UT, Bryce Canyon, Takeoff Minimums and Obstacle DP, Orig

[FR Doc. 2010-21909 Filed 9-8-10; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

14 CFR Part 97

[Docket No. 30741; Amdt. No. 3389]

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 9, 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 September 9, 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