

Moberly, MO, Omar N Bradley, RNAV (GPS) RWY 13, Orig

Moberly, MO, Omar N Bradley, RNAV (GPS) RWY 31, Orig

Moberly, MO, Omar N Bradley, Takeoff Minimums and Obstacle DP, Orig

Moberly, MO, Omar N Bradley, VOR/DME-A, Amdt 4

Bozeman, MT, Gallatin Field, BOZEMAN FOUR Graphic DP

Bozeman, MT, Gallatin Field, Takeoff Minimums and Obstacle DP, Amdt 4

Bozeman, MT, Gallatin Field, VOR RWY 12, Amdt 15

Bozeman, MT, Gallatin Field, VOR/DME RWY 12, Amdt 4

Devil's Lake, ND, Devil's Lake Rgnl, ILS OR LOC/DME RWY 31, Amdt 2

Devil's Lake, ND, Devil's Lake Rgnl, RNAV (GPS) RWY 3, Amdt 1

Ely, NV, Ely Airport-Yelland Field, Takeoff Minimums and Obstacle DP, Amdt 2

Reno, NV, Reno/Tahoe Intl, RNAV (GPS) X RWY 16L, Amdt 1B

Reno, NV, Reno/Tahoe Intl, RNAV (GPS) X RWY 16R, Amdt 1B

Reno, NV, Reno/Tahoe Intl, RNAV (RNP) Y RWY 16L, Orig

Reno, NV, Reno/Tahoe Intl, RNAV (RNP) Y RWY 16R, Orig

Reno, NV, Reno/Tahoe Intl, RNAV (RNP) Z RWY 16L, Amdt 1

Reno, NV, Reno/Tahoe Intl, RNAV (RNP) Z RWY 16R, Amdt 1

Batavia, NY, Genesee County, RNAV (GPS) RWY 10, Orig

New York, NY, Long Island Mac Arthur, ILS OR LOC RWY 6, Amdt 24

New York, NY, Long Island Mac Arthur, ILS OR LOC RWY 24, Amdt 4

New York, NY, Long Island Mac Arthur, NDB RWY 6, Amdt 20, CANCELLED

New York, NY, Long Island Mac Arthur, RNAV (GPS) RWY 6, Amdt 1

New York, NY, Long Island Mac Arthur, RNAV (GPS) RWY 15R, Orig

New York, NY, Long Island Mac Arthur, RNAV (GPS) RWY 24, Amdt 1

New York, NY, Long Island Mac Arthur, RNAV (GPS) RWY 33L, Orig

New York, NY, Long Island Mac Arthur, Takeoff Minimums and Obstacle DP, Amdt 5

Altoona, PA, Altoona—Blair County, Takeoff Minimums and Obstacle DP, Amdt 4

Mayaguez, PR, Eugenio Maria De Hostos, RNAV (GPS) RWY 9, Orig

Mayaguez, PR, Eugenio Maria De Hostos, VOR RWY 9, Amdt 10

Madison, SD, Madison Muni, GPS RWY 33, Orig-C, CANCELLED

Madison, SD, Madison Muni, NDB RWY 15, Amdt 10

Madison, SD, Madison Muni, RNAV (GPS) RWY 15, Orig

Madison, SD, Madison Muni, RNAV (GPS) RWY 33, Orig

Yankton, SD, Chan Gurney Muni, NDB RWY 31, Amdt 3

Yankton, SD, Chan Gurney Muni, RNAV (GPS) RWY 31, Orig

West Dover, VT, Mount Snow, Takeoff Minimums and Obstacle DP, Amdt 2

[FR Doc. 2011-11374 Filed 5-13-11; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30782; Amdt. No. 3425]

#### 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 May 16, 2011. 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 May 16, 2011.

**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), 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 April 29, 2011.

**Ray Towles,**  
*Deputy 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
2-Jun-11 ....	IN	New Castle .....	New Castle-Henry Co Muni ..	1/5020	4/6/11	NDB RWY 27, Amdt 5A
2-Jun-11 ....	OH	Akron .....	Akron-Canton Rgnl .....	1/5370	4/12/11	RNAV (GPS) RWY 5, Orig
2-Jun-11 ....	OH	Akron .....	Akron-Canton Rgnl .....	1/5371	4/12/11	VOR RWY 5, Amdt 3
2-Jun-11 ....	KS	Syracuse .....	Syracuse-Hamilton County Muni.	1/5584	4/12/11	Takeoff Minimums and Obstacle DP, Orig
2-Jun-11 ....	AR	Fort Smith .....	Fort Smith Rgnl .....	1/5585	4/12/11	Takeoff Minimums and Obstacle DP, Amdt 4
2-Jun-11 ....	WI	Burlington .....	Burlington Muni .....	1/6902	4/1/11	VOR RWY 29, Amdt 8
2-Jun-11 ....	LA	Baton Rouge .....	Baton Rouge Metropolitan ....	1/6922	4/19/11	RNAV (GPS) RWY 4L, Amdt 1B
2-Jun-11 ....	PA	Washington .....	Washington County .....	1/6932	4/19/11	ILS OR LOC RWY 27, Orig
2-Jun-11 ....	MS	Tupelo .....	Tupelo Rgnl .....	1/6935	4/19/11	ILS OR LOC RWY 36, Amdt 9
2-Jun-11 ....	IL	Peoria .....	General Downing-Peoria Intl	1/9091	4/1/11	ILS OR LOC RWY 31, Amdt 7A
30-Jun-11 ...	MT	Missoula .....	Missoula Intl .....	1/3515	1/25/11	ILS Z RWY 11, Amdt 12A
30-Jun-11 ...	MT	Missoula .....	Missoula Intl .....	1/3516	1/25/11	ILS Y RWY 11, Orig-A

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**DEPARTMENT OF STATE**

**22 CFR Parts 120, 124, and 126**

RIN 1400-AC68

[Public Notice: 7428]

**International Traffic in Arms Regulations: Dual Nationals and Third-Country Nationals Employed by End-Users**

**AGENCY:** Department of State.

**ACTION:** Final rule.

**SUMMARY:** The Department of State is amending the International Traffic in Arms Regulations (ITAR) to establish a

policy to address those who are unable to implement the exemption for intra-company, intra-organization, and intra-government transfers of defense articles and defense services by approved end-users to dual national and third-country nationals who are employees of such approved end-users. Prior to making transfers to certain dual national and third-country national employees under this policy, approved end-users must screen employees, make an affirmative decision to allow access, and maintain records of screening procedures to prevent diversion of ITAR-controlled technology for purposes other than those authorized by the applicable export license or other authorization.

**DATES:** *Effective Date:* This rule is effective August 15, 2011.

**FOR FURTHER INFORMATION CONTACT:**

Director Charles B. Shotwell, Office of Defense Trade Controls Policy, Department of State, Telephone (202) 663-2792 or Fax (202) 261-8199; E-mail *DDTCResponseTeam@state.gov*. ATTN: Regulatory Change, Dual and Third-Country Nationals.

**SUPPLEMENTARY INFORMATION:** This is part of the President’s Export Control Reform effort. The Department of State is amending parts 124 and 126 of the ITAR to reflect new policy regarding end-user employment of dual nationals and third-country nationals.

As a part of the President’s Task Force on Export Control Reform, the previous policy regarding the treatment of dual nationals and third-country nationals employed by approved end users was re-evaluated. A proposed rule to