

determines otherwise upon a showing that a valid reason exists why the timely submission was not made.

(2) *Final Bonds*. Within 15 business days after the Execution of any Final Bonds under a bonding line, the Surety must submit a Surety Bond Guarantee Underwriting Review (SBA Form 994B) and a Surety Bond Guarantee Agreement (SBA Form 990) to SBA for approval. If the surety fails to submit these forms within the time period or the guarantee fees are not paid in accordance with § 115.32, SBA's guarantee of the bond will be void from its inception unless SBA determines otherwise upon a showing that the Contract is not in default and a valid reason exists why the timely submission was not made.

* * * * *

Dated: July 2, 2012.

Karen G. Mills,
Administrator.

[FR Doc. 2012-17104 Filed 7-13-12; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30849; Amdt. No. 3485]

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 July 16, 2012. 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 July 16, 2012.

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: Richard A. Dunham III, 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 June 22, 2012.

John Duncan,

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.

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33 and 97.35 [Amended]

■ 2. Part 97 is amended to read as follows:

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
26-Jul-12	IA	Pocahontas	Pocahontas Muni	2/1165	6/18/12	RNAV (GPS) RWY 30, Orig
26-Jul-12	CT	Willimantic	Windham	2/1389	6/18/12	VOR A, Amdt 9
26-Jul-12	RI	North Kingstown	Quonset State	2/2175	6/18/12	VOR A, Amdt 5A
26-Jul-12	RI	North Kingstown	Quonset State	2/2176	6/18/12	ILS OR LOC RWY 16, Amdt 10A
26-Jul-12	RI	North Kingstown	Quonset State	2/2177	6/18/12	RNAV (GPS) RWY 16, Orig
26-Jul-12	RI	North Kingstown	Quonset State	2/2178	6/18/12	VOR RWY 34, Amdt 2
26-Jul-12	RI	North Kingstown	Quonset State	2/2179	6/18/12	RNAV (GPS) RWY 34, Orig
26-Jul-12	PA	Myerstown	Deck	2/3324	6/18/12	VOR/DME OR GPS A, Amdt 1B
26-Jul-12	CA	Los Angeles	Los Angeles Intl	2/4270	6/18/12	ILS OR LOC RWY 25L, Amdt 12, ILS RWY 25L (CAT II), Amdt 12, ILS RWY 25L (CAT III), Amdt 12
26-Jul-12	CA	Los Angeles	Los Angeles Intl	2/4271	6/18/12	ILS OR LOC RWY 24R, Amdt 24, ILS RWY 24R (CAT II), Amdt 24, ILS RWY 24R (CAT III), Amdt 24
26-Jul-12	IA	Des Moines	Des Moines Intl	2/4311	6/18/12	ILS OR LOC RWY 5, Orig-A
26-Jul-12	FL	Tampa	Tampa Intl	2/5107	6/18/12	RNAV (GPS) Z RWY 19L, Amdt 2A
26-Jul-12	FL	Tampa	Tampa Intl	2/5111	6/18/12	RNAV (GPS) RWY 1R, Amdt 2A
26-Jul-12	FL	Tampa	Tampa Intl	2/5114	6/18/12	RNAV (RNP) Y RWY 19L, Amdt 1B
26-Jul-12	FL	Tampa	Tampa Intl	2/5119	6/18/12	RNAV (GPS) RWY 1L, Amdt 2
26-Jul-12	FL	Tampa	Tampa Intl	2/5120	6/18/12	RNAV (GPS) RWY 19R, Amdt 2
26-Jul-12	FL	Tampa	Tampa Intl	2/5121	6/18/12	ILS OR LOC RWY 19L, Amdt 40A, ILS RWY 19L (SA CAT I), Amdt 40A ILS RWY 19L (CAT II), Amdt 40A
26-Jul-12	FL	Tampa	Tampa Intl	2/5122	6/18/12	ILS OR LOC RWY 1L, Amdt 16B, ILS RWY 1L (SA CAT I), Amdt 16B ILS RWY 1L (CAT II), Amdt 16B ILS RWY 1L (CAT III), Amdt 16B
26-Jul-12	FL	St Augustine	Northeast Florida Rgnl	2/5277	6/18/12	VOR RWY 13, Orig-B
26-Jul-12	FL	St Augustine	Northeast Florida Rgnl	2/5278	6/18/12	ILS RWY 31, Orig
26-Jul-12	FL	St Augustine	Northeast Florida Rgnl	2/5281	6/18/12	RNAV (GPS) RWY 13, Orig
26-Jul-12	FL	St Augustine	Northeast Florida Rgnl	2/5283	6/18/12	VOR RWY 31, Orig
26-Jul-12	FL	St Augustine	Northeast Florida Rgnl	2/5284	6/18/12	RNAV (GPS) RWY 31, Amdt 1

AIRAC Date	State	City	Airport	FDC No.	FDC Date	Subject
26-Jul-12	AL	Montgomery	Montgomery Rgnl (Dannelly Field).	2/5580	6/18/12	RNAV (GPS) RWY 3, Amdt 1
26-Jul-12	AL	Montgomery	Montgomery Rgnl (Dannelly Field).	2/5582	6/18/12	ILS OR LOC RWY 10, Amdt 23E
26-Jul-12	TX	El Paso	El Paso Intl	2/5680	6/18/12	RNAV (RNP) Y RWY 4, Orig
26-Jul-12	TX	El Paso	El Paso Intl	2/5681	6/18/12	RNAV (RNP) Z RWY 4, Orig
26-Jul-12	MI	Detroit	Detroit Metropolitan Wayne County.	2/6947	6/18/12	ILS OR LOC RWY 22L, Amdt 29
26-Jul-12	MI	Detroit	Detroit Metropolitan Wayne County.	2/6948	6/18/12	ILS OR LOC RWY 21L, Amdt 10A
26-Jul-12	MI	Detroit	Detroit Metropolitan Wayne County.	2/6949	6/18/12	ILS OR LOC RWY 27R, Amdt 12
26-Jul-12	MI	Detroit	Detroit Metropolitan Wayne County.	2/6950	6/18/12	ILS PRM RWY 21L (SIMULTANEOUS CLOSE PARALLEL), Orig-A
26-Jul-12	MI	Detroit	Detroit Metropolitan Wayne County.	2/6952	6/18/12	ILS Z OR LOC RWY 4L, Amdt 3A, ILS Z RWY 4L (CAT II), Amdt 3A, ILS Z RWY 4L (CAT III), Amdt 3A
26-Jul-12	MI	Detroit	Detroit Metropolitan Wayne County.	2/6953	6/18/12	ILS Y PRM RWY 4L (SIMULTANEOUS CLOSE PARALLEL), Orig
26-Jul-12	MI	Detroit	Detroit Metropolitan Wayne County.	2/6955	6/18/12	ILS Y RWY 4L, Orig

[FR Doc. 2012-16431 Filed 7-13-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30848; Amdt. No. 3484]

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 July 16, 2012. 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 July 16, 2012.

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: Richard A. Dunham III, 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 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