

AIRAC date	State	City	Airport	FDC No.	FDC date	Subject
8-Jan-15	UT	Wendover	Wendover	4/9182	11/19/14	VOR/DME B, Amdt 1.
8-Jan-15	CA	Tulare	Mefford Field	4/9258	11/21/14	RNAV (GPS) RWY 13, Orig-A.
8-Jan-15	CA	Tulare	Mefford Field	4/9259	11/21/14	VOR/DME RWY 13, Amdt 1A.
8-Jan-15	CO	Denver	Denver Intl	4/9339	11/25/14	RNAV (GPS) Y RWY 17R, Amdt 1A.
8-Jan-15	WY	Riverton	Riverton Rgnl	4/9340	11/25/14	ILS OR LOC RWY 28, Amdt 2.
8-Jan-15	OH	Cleveland	Cleveland-Hopkins Intl	4/9359	11/25/14	ILS OR LOC RWY 24L, ILS RWY 24L (SA CAT II), Amdt 22B.
8-Jan-15	OH	Cleveland	Cleveland-Hopkins Intl	4/9360	11/25/14	ILS OR LOC RWY 6R, ILS RWY 6R (SA CAT II), Amdt 21B.
8-Jan-15	WI	La Crosse	La Crosse Rgnl	4/9373	11/25/14	Takeoff Minimums and (Obstacle) DP, Amdt 6.
8-Jan-15	WI	La Crosse	La Crosse Rgnl	4/9374	11/25/14	ILS OR LOC RWY 18, Amdt 21.
8-Jan-15	WI	La Crosse	La Crosse Rgnl	4/9375	11/25/14	RNAV (GPS) RWY 31, Orig-A.
8-Jan-15	WI	La Crosse	La Crosse Rgnl	4/9383	11/25/14	VOR RWY 13, Amdt 31.
8-Jan-15	WI	La Crosse	La Crosse Rgnl	4/9384	11/25/14	VOR RWY 36, Amdt 32.
8-Jan-15	WI	La Crosse	La Crosse Rgnl	4/9385	11/25/14	NDB RWY 18, Amdt 19A.
8-Jan-15	TX	Dallas-Fort Worth	Dallas/Fort Worth Intl	4/9593	11/19/14	RNAV (GPS) RWY 36L, Amdt 3B.
8-Jan-15	TX	Dallas-Fort Worth	Dallas/Fort Worth Intl	4/9594	11/19/14	RNAV (GPS) RWY 36R, Amdt 3A.
8-Jan-15	VA	Charlottesville	Charlottesville-Albemarle	4/9748	11/21/14	RNAV (GPS) Y RWY 21, Amdt 2.
8-Jan-15	VA	Charlottesville	Charlottesville-Albemarle	4/9751	11/21/14	RNAV (GPS) Z RWY 21, Amdt 1.
8-Jan-15	VA	Abingdon	Virginia Highlands	4/9852	11/25/14	LOC RWY 24, Amdt 5.

[FR Doc. 2014-30840 Filed 1-14-15; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30991; Amdt. No. 3620]

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 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 January 15, 2015. 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 January 15, 2015.

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 CFRs 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 November 21, 2014.

John Duncan,

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, 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
11-Dec-14	WY	Worland	Worland Muni	4/9952	10/14/14	This NOTAM, published in TL 14–25, is hereby rescinded in its entirety.
11-Dec-14	WY	Worland	Worland Muni	4/9953	10/14/14	This NOTAM, published in TL 14–25, is hereby rescinded in its entirety.
11-Dec-14	WY	Worland	Worland Muni	4/9993	10/14/14	This NOTAM, published in TL 14–25, is hereby rescinded in its entirety.
8-Jan-15	SC	Charleston	Charleston Executive	4/2290	11/13/14	ILS OR LOC RWY 9, Amdt 2.
8-Jan-15	SC	Charleston	Charleston Executive	4/2292	11/13/14	RNAV (GPS) RWY 9, Amdt 3.
8-Jan-15	WA	Chehalis	Chehalis-Centralia	4/3229	11/14/14	RNAV (GPS) RWY 16, Amdt 1A.
8-Jan-15	IN	South Bend	South Bend Intl	4/5160	11/13/14	RNAV (GPS) RWY 18, Amdt 1.
8-Jan-15	KS	Hutchinson	Hutchinson Muni	4/5427	11/13/14	RNAV (GPS) RWY 22, Orig.
8-Jan-15	KS	Hutchinson	Hutchinson Muni	4/5430	11/13/14	ILS OR LOC RWY 13, Amdt 16D.
8-Jan-15	SD	Gregory	Gregory Muni—Flynn Fld	4/6084	11/13/14	RNAV (GPS) RWY 31, Orig.
8-Jan-15	TX	Haskell	Haskell Muni	4/7204	11/14/14	NDB OR GPS RWY 18, Amdt 2A.
8-Jan-15	GA	Atlanta	Atlanta Rgnl Falcon Field	4/7214	11/13/14	RNAV (GPS) RWY 31, Amdt 2.
8-Jan-15	GA	Atlanta	Atlanta Rgnl Falcon Field	4/7216	11/13/14	RNAV (GPS) RWY 13, Amdt 2.
8-Jan-15	GA	Atlanta	Atlanta Rgnl Falcon Field	4/7220	11/13/14	NDB RWY 31, Amdt 3.
8-Jan-15	GA	Atlanta	Atlanta Rgnl Falcon Field	4/7227	11/13/14	ILS OR LOC RWY 31, Amdt 2.
8-Jan-15	TN	Dyersburg	Dyersburg Rgnl	4/8699	11/13/14	RNAV (GPS) RWY 4, Amdt 2.
8-Jan-15	TN	Dyersburg	Dyersburg Rgnl	4/8701	11/13/14	RNAV (GPS) RWY 22, Amdt 1.
8-Jan-15	NM	Deming	Deming Muni	4/9675	11/13/14	VOR RWY 26, Amdt 10.
8-Jan-15	FM	Yap Island	Yap Intl	4/9733	11/13/14	NDB RWY 25, Orig-A.
8-Jan-15	FM	Yap Island	Yap Intl	4/9735	11/13/14	NDB/DME RWY 25, Orig-A.
8-Jan-15	NY	Shirley	Brookhaven	4/9795	11/13/14	ILS OR LOC RWY 6, Amdt 2A.
8-Jan-15	NY	Shirley	Brookhaven	4/9796	11/13/14	RNAV (GPS) RWY 6, Amdt 2A.

[FR Doc. 2014-30843 Filed 1-14-15; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 97**

[Docket No. 30992 Amdt. No. 3621]

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 January 15, 2015. 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 January 15, 2015.

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 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 CFRs 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).