

Issued in Washington, DC, on January 24, 2020.

**Rick Domingo,**

*Executive 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 and Takeoff Minimums and

ODPs, 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(f), 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

■ 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
27-Feb-20	GA	Atlanta	Dekalb-Peachtree	0/0682	1/10/20	ILS OR LOC RWY 21L, Amdt 8C.
27-Feb-20	GA	Atlanta	Dekalb-Peachtree	0/0683	1/10/20	RNAV (GPS) Y RWY 21L, Amdt 1C.
27-Feb-20	ND	Harvey	Harvey Muni	0/0747	1/8/20	RNAV (GPS) RWY 29, Orig-C.
27-Feb-20	TX	Taylor	Taylor Muni	0/1830	1/8/20	VOR RWY 17, Amdt 1C.
27-Feb-20	MS	Tupelo	Tupelo Rgnl	0/2032	1/9/20	VOR RWY 18, Amdt 1B.
27-Feb-20	MO	Camdenton	Camdenton Memorial-Lake Rgnl.	0/2698	1/13/20	RNAV (GPS) RWY 15, Amdt 1A.
27-Feb-20	MO	Camdenton	Camdenton Memorial-Lake Rgnl.	0/2699	1/13/20	RNAV (GPS) RWY 33, Amdt 1B.
27-Feb-20	IN	South Bend	South Bend Intl	0/2700	1/13/20	RNAV (GPS) RWY 36, Amdt 1.
27-Feb-20	OK	Claremore	Claremore Rgnl	0/2714	1/13/20	VOR/DME-B, Amdt 3A.
27-Feb-20	AL	Monroeville	Monroe County Aeroplex	0/2719	1/13/20	RNAV (GPS) RWY 3, Orig-E.
27-Feb-20	AL	Monroeville	Monroe County Aeroplex	0/2720	1/13/20	VOR RWY 3, Amdt 10C.
27-Feb-20	GA	Hazlehurst	Hazlehurst	0/2727	1/13/20	NDB RWY 14, Amdt 5.
27-Feb-20	IN	Marion	Marion Muni	0/2734	1/13/20	VOR RWY 15, Amdt 10E.
27-Feb-20	MS	Corinth	Roscoe Turner	9/8983	1/13/20	RNAV (GPS) RWY 18, Amdt 1.
27-Feb-20	MS	Corinth	Roscoe Turner	9/8984	1/13/20	RNAV (GPS) RWY 36, Amdt 1B.
27-Feb-20	NM	Taos	Taos Rgnl	9/9998	1/13/20	RNAV (GPS) RWY 4, Orig-A.
27-Feb-20	NM	Taos	Taos Rgnl	9/9999	1/13/20	VOR/DME-B, Amdt 3A.

[FR Doc. 2020-02014 Filed 2-6-20; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 31294; Amdt. No. 3889]

**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 removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) 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 February 7, 2020. 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 February 7, 2020.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

**For Examination**

1. U.S. Department of Transportation, Docket Ops-M30, 1200 New Jersey Avenue SE, West Bldg., Ground Floor, Washington, DC, 20590-0001.
2. The FAA Air Traffic Organization Service Area in which the affected airport is located;
3. The office of Aeronautical Navigation Products, 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, email [fedreg.legal@nara.gov](mailto:fedreg.legal@nara.gov) or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**Availability**

All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit the National Flight Data Center at [nfdc.faa.gov](http://nfdc.faa.gov) to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from the FAA Air Traffic Organization Service Area in which the affected airport is located.

**FOR FURTHER INFORMATION CONTACT:**

Thomas J. Nichols, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Flight Standards Service, Federal Aviation Administration. Mailing Address: FAA Mike Monroney Aeronautical Center, Flight Procedures and Airspace Group, 6500 South MacArthur Blvd., Registry Bldg. 29 Room 104, Oklahoma City, OK 73169. 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 removing SIAPs, Takeoff Minimums and/or ODPS. The complete regulatory 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, their complex nature, and the need for a special format make publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, Takeoff Minimums or ODPS, but instead 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, Takeoff Minimums and ODP listed on FAA form documents is unnecessary. This amendment provides the affected CFR sections and specifies the types of SIAPs, Takeoff Minimums and ODPS with their applicable effective dates. This amendment also identifies the airport and its location, the procedure, and the amendment number.

#### Availability and Summary of Material Incorporated by Reference

The material incorporated by reference is publicly available as listed in the **ADDRESSES** section.

The material incorporated by reference describes SIAPs, Takeoff Minimums and/or ODPS as identified in the amendatory language for part 97 of this final rule.

#### The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP, Takeoff Minimums and ODP as Amended 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 that 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 procedure under 5 U.S.C. 553(b) are impracticable and contrary to the public interest and, where applicable, under 5 U.S.C 553(d), good cause exists for making some SIAPs effective in less than 30 days.

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, Navigation (Air).

Issued in Washington, DC, on January 24, 2020.

**Rick Domingo,**

*Executive 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 removing Standard Instrument Approach Procedures and/or Takeoff Minimums and Obstacle Departure 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(f), 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

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

#### Effective 26 March 2020

Oakland, CA, Metropolitan Oakland Intl, ILS OR LOC RWY 12, ILS RWY 12 (SA CAT I), Amdt 8B  
 Denver, CO, Rocky Mountain Metropolitan, RNAV (GPS) RWY 12L, Amdt 1  
 Denver, CO, Rocky Mountain Metropolitan, Takeoff Minimums and Obstacle DP, Amdt 7  
 Kremmling, CO, Mc Elroy Airfield, RNAV (GPS) RWY 27, Amdt 1  
 Windsor Locks, CT, Bradley Intl, RNAV (GPS) RWY 15, Amdt 4  
 Dawson, GA, Dawson Muni, RNAV (GPS) RWY 32, Orig-D  
 Dawson, GA, Dawson Muni, Takeoff Minimums and Obstacle DP, Amdt 1  
 Dawson, GA, Dawson Muni, VOR RWY 32, Orig-D  
 Salem, IL, Salem-Leckrone, NDB RWY 18, Amdt 10B, CANCELLED  
 La Porte, IN, La Porte Muni, LOC/NDB RWY 2, Amdt 1D, CANCELLED  
 Terre Haute, IN, Terre Haute Rgnl, LOC BC RWY 23, Amdt 19D, CANCELLED  
 Atchison, KS, Amelia Earhart, RNAV (GPS) RWY 16, Orig  
 Atchison, KS, Amelia Earhart, VOR/DME RWY 16, Orig-B, CANCELLED  
 Hazard, KY, Wendell H Ford, VOR RWY 14, Amdt 1D, CANCELLED  
 Bogalusa, LA, George R Carr Memorial Air Fld, LOC RWY 18, Amdt 3B  
 Bogalusa, LA, George R Carr Memorial Air Fld, RNAV (GPS) RWY 18, Amdt 1C  
 Bogalusa, LA, George R Carr Memorial Air Fld, RNAV (GPS) RWY 36, Amdt 1B  
 Slidell, LA, Slidell, RNAV (GPS) RWY 36, Orig-E  
 Marshfield, MA, Marshfield Muni-George Harlow Field, NDB RWY 24, Amdt 3, CANCELLED  
 Norwood, MA, Norwood Memorial, RNAV (GPS) RWY 35, Amdt 1D  
 Holland, MI, West Michigan Rgnl, ILS OR LOC RWY 26, Amdt 3  
 Holland, MI, West Michigan Rgnl, RNAV (GPS) RWY 26, Amdt 4  
 Jackson, MI, Jackson County-Reynolds Field, ILS OR LOC RWY 25, Amdt 1  
 Jackson, MI, Jackson County-Reynolds Field, RNAV (GPS) RWY 7, Amdt 1  
 Omaha, NE, Eppley Airfield, RNAV (RNP) Z RWY 14R, Orig-D  
 New York, NY, LaGuardia, RNAV (GPS) RWY 13, Amdt 1  
 Willard, OH, Willard, RNAV (GPS)-A, Orig  
 Willard, OH, Willard, VOR–A, Orig-C, CANCELLED

Murfreesboro, TN, Murfreesboro Muni, NDB RWY 18, Amdt 2, CANCELLED  
 El Paso, TX, El Paso Intl, ILS OR LOC RWY 22, Amdt 32D  
 El Paso, TX, El Paso Intl, RADAR-1, Amdt 15B  
 El Paso, TX, El Paso Intl, RNAV (GPS) Y RWY 26L, Amdt 1C  
 El Paso, TX, El Paso Intl, RNAV (RNP) Y RWY 4, Orig-F  
 El Paso, TX, El Paso Intl, RNAV (RNP) Z RWY 4, Orig-E  
 El Paso, TX, El Paso Intl, VOR RWY 26L, Amdt 32B  
 Kountze/Silsbee, TX, Hawthorne Field, NDB RWY 13, Amdt 3A, CANCELLED  
 Mineral Wells, TX, Mineral Wells Rgnl, Takeoff Minimums and Obstacle DP, Amdt 2A  
 Mineral Wells, TX, Mineral Wells Rgnl, VOR RWY 31, Amdt 10D  
 Bremerton, WA, Bremerton National, Takeoff Minimums and Obstacle DP, Amdt 6  
 Hayward, WI, Sawyer County, ILS OR LOC RWY 21, Orig-B

[FR Doc. 2020-02013 Filed 2-6-20; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF ENERGY

### Federal Energy Regulatory Commission

#### 18 CFR Part 40

[Docket No. RM18-20-000; ORDER NO. 866]

#### Critical Infrastructure Protection Reliability Standard CIP-012-1—Cyber Security—Communications Between Control Centers

**AGENCY:** Federal Energy Regulatory Commission.

**ACTION:** Final action.

**SUMMARY:** The Federal Energy Regulatory Commission (Commission) approves Reliability Standard CIP-012-1 (Cyber Security—Communications between Control Centers). The North American Electric Reliability Corporation (NERC), the Commission-certified Electric Reliability Organization, submitted Reliability Standard CIP-012-1 for Commission approval in response to a Commission directive. In addition, the Commission directs NERC to develop modifications to the CIP Reliability Standards to require protections regarding the availability of communication links and data communicated between bulk electric system Control Centers.

**DATES:** This final action is effective April 7, 2020.

**FOR FURTHER INFORMATION CONTACT:** Vincent Le (Technical Information),

Office of Electric Reliability, Federal Energy Regulatory Commission, 888 First Street NE, Washington, DC 20426, (202) 502-6204, [vincent.le@ferc.gov](mailto:vincent.le@ferc.gov).

Kevin Ryan (Legal Information), Office of the General Counsel, Federal Energy Regulatory Commission, 888 First Street NE, Washington, DC 20426, (202) 502-6840, [kevin.ryan@ferc.gov](mailto:kevin.ryan@ferc.gov).

#### SUPPLEMENTARY INFORMATION:

1. Pursuant to section 215(d)(2) of the Federal Power Act (FPA),<sup>1</sup> the Commission approves Reliability Standard CIP-012-1 (Cyber Security—Communications between Control Centers). The North American Electric Reliability Corporation (NERC), the Commission-certified Electric Reliability Organization (ERO), submitted Reliability Standard CIP-012-1 for Commission approval in response to a Commission directive in Order No. 822.<sup>2</sup> In Order No. 822, the Commission directed NERC, pursuant to section 215(d)(5) of the FPA, to develop modifications to the Reliability Standards to require responsible entities to implement controls to protect, at a minimum, communications links and sensitive bulk electric system data communicated between bulk electric system Control Centers “in a manner that is appropriately tailored to address the risks posed to the bulk electric system by the assets being protected (*i.e.*, high, medium, or low impact).”<sup>3</sup>

2. Consistent with the directive in Order No. 822, Reliability Standard CIP-012-1 improves upon the currently-effective Critical Infrastructure Protection (CIP) Reliability Standards to mitigate cyber security risks associated with communications between bulk electric system Control Centers. Specifically, Reliability Standard CIP-012-1 supports situational awareness and reliable bulk electric system operations by requiring responsible entities to protect the confidentiality and integrity of Real-time Assessment<sup>4</sup>

<sup>1</sup> 16 U.S.C. 824o(d)(2).

<sup>2</sup> *Revised Critical Infrastructure Protection Reliability Standards*, 81 FR 4177 (Jan. 26, 2016), Order No. 822, 154 FERC ¶ 61,037, at P 53, *order denying reh'g*, Order No. 822-A, 156 FERC ¶ 61,052 (2016).

<sup>3</sup> 16 U.S.C. 824o(d)(5); Order No. 822, 154 FERC ¶ 61,037 at P 53.

<sup>4</sup> The NERC Glossary defines Real-time Assessment as, “An evaluation of system conditions using Real-time data to assess existing (pre-Contingency) and potential (post-Contingency) operating conditions. The assessment shall reflect applicable inputs including, but not limited to: load, generation output levels, known Protection System and Special Protection System status or degradation, Transmission outages, generator outages, Interchange, Facility Ratings, and identified phase angle and equipment limitations. (Real-time Assessment may be provided through internal systems or through third-party services.)”

and Real-time monitoring data transmitted between bulk electric system Control Centers. Accordingly, the Commission approves Reliability Standard CIP-012-1 because it is largely responsive to the Commission’s directive in Order No. 822 and improves the cyber security posture of responsible entities. We also approve the associated violation risk factors and violation severity levels, implementation plan, and effective date.

3. In addition, pursuant to section 215(d)(5) of the FPA, the Commission directs NERC to develop modifications to the CIP Reliability Standards to require protections regarding the *availability* of communication links and data communicated between bulk electric system Control Centers. As discussed in the notice of proposed rulemaking (NOPR), Reliability Standard CIP-012-1 does not require protections regarding the availability of communication links and data communicated between bulk electric system Control Centers, as directed in Order No. 822.<sup>5</sup> In the NOPR, the Commission indicated that it did not agree with NERC’s assertion that currently-effective Reliability Standards address availability, and we are not persuaded by NOPR comments raising the same argument. Instead, pursuant to section 215(d)(5) of the FPA, we determine that the absence of a requirement that specifically pertains to the availability of communication links and data communicated between bulk electric system Control Centers represents a reliability gap in the CIP Reliability Standards that should be addressed by NERC.

4. The Commission, in the NOPR, also proposed to direct NERC to identify clearly the types of data that must be protected under Reliability Standard CIP-012-1. The NOPR expressed concern that Reliability Standard CIP-012-1 does not adequately identify the types of data covered by its requirements, due to, among other things, the fact that the term “Real-time monitoring” is not defined in the Reliability Standard or the NERC Glossary. After considering the NOPR comments, however, we determine not to direct the proposed modification based on the explanation of the types of data that must be protected set forth in the NOPR comments.

NERC Glossary of Terms Used in NERC Reliability Standards (July 3, 2018).

<sup>5</sup> See *Critical Infrastructure Protection Reliability Standard CIP-012-1—Cyber Security—Communication between Control Centers*, Notice of Proposed Rulemaking, 84 FR 17105 (April 24, 2019), 167 FERC ¶ 61,055, at P 54 (2019) (NOPR).