From	To	MEA	MAA
§ 95.7001 Jet Routes			
§ 95.7042 Jet Route J42 is Amended to Read in Part			
FOUNT, KY FIX *18000—GNSS MEA	TONIO, KY FIX	*20000	35000
TONIO, KY FIX *18000—GNSS MEA #BKW R–257 UNSUSABLE.	#BECKLEY, WV VORTAC	*18000	35000
§ 95.7083 Jet Route J83 is Amended to Read in Part			
#APPLETON, OH VORTAC #APE R–021 UNUSABLE.	DRYER, OH VOR/DME	18000	45000
Airway segment		Changeover points	
From	To	Distance	From
§ 95.8003 VOR Federal Airway Changeover Points is Amended to Delete Changeover Point			
ROCHESTER, NY VOR/DME	ROCHESTER, NY VOR/DME	13	Rochester
V20 is Amended to Add Changeover Point			
PALACIOS, TX VORTAC	HOBBY, TX VOR/DME	41	Palacios
V166 is Amended to Add Changeover Point			
WESTMINSTER, MD VORTAC	DUPONT, DE VORTAC	40	Westminster

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BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

14 CFR Part 97

[Docket No. 30650; Amdt. No. 3307]

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 February 24, 2009. 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 24, 2009.

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 *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 January 23, 2009.

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 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:

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, ISMLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs,

FDC date	State	City	Airport	FDC No.	Subject
01/06/09	NJ	WOODBINE	WOODBINE MUNI	9/0353	GPS RWY 19, ORIG-A
01/07/09	TN	TRULLAHOMA	TULLAHOMA GNL/WM NORTHERN FLD.	9/0398	VOR RWY 24, ORIG-A
01/07/09	TN	TULLAHOMA	TULLAHOMA RGNL/WM NORTHERN FLD.	9/0399	RNAV (GPS) RWY 18, ORIG
01/07/09	TN	TULLAHOMA	TULLAHOMA RGNL/WM NORTHERN FLD.	9/0412	RNAV (GPS) RWY 24, ORIG-B
01/07/09	HI	HILO	HILO INTL	9/0577	ILS RWY 26, AMDT 12A
01/07/09	HI	HILO	HILO INTL	9/0581	VOR/DME OR TACAN RWY 26, AMDT 5B
01/07/09	HI	HILO	HILO INTL	9/0582	VOR/DME OR TACAN-A, AMDT 7A
01/07/09	HI	HILO	HILO INTL	9/0583	VOR-B, ORIG-A
01/07/09	WA	WALLA WALLA	WALLA WALLA REGIONAL	9/0603	NDB RWY 20, AMDT 5A
01/06/09	MN	BEMIDJI	BEMIDJI RGNL	9/0635	ILS OR LOC RWY 31, AMDT 4
01/08/09	IL	CHICAGO	CHICAGO-O HARE INTL	9/0639	ILS OR LOC RWY 9R, AMDT 9
01/08/09	IL	CHICAGO	CHICAGO-O HARE INTL	9/0640	ILS OR LOC RWY 27L, ILS RWY 27L (CAT II), ILS RWY 27L (CAT III), AMDT 28
01/08/09	IL	CHICAGO	CHICAGO-O HARE INTL	9/0641	ILS OR LOC RWY 9L, ILS RWY 9L (CAT II), ILS RWY 9L (CAT III), ORIG
01/08/09	IL	CHICAGO	CHICAGO-O HARE INTL	9/0642	ILS OR LOC RWY 27R, ILS RWY 27R (CAT II), ILS RWY 27R (CAT III), ORIG
01/08/09	IL	CHICAGO	CHICAGO-O HARE INTL	9/0643	TAKEOFF MINIMUMS AND OBSTACLE DP, AMDT 16

FDC date	State	City	Airport	FDC No.	Subject
01/08/09	MN	MINNEAPOLIS	MINNEAPOLIS-ST PAUL INTL/WOLD CHAMBERLAIN.	9/0652	ILS OR LOC RWY 35, ILS RWY 35 (CAT II), ILS RWY 35 (CAT III), AMDT 1
01/08/09	GQ	AGANA	GUAM INTL	9/0787	RNAV (RNP) Z RWY 6L, ORIG-A
01/12/09	WA	PUYALLUP	PIERCE COUNTY-THUN FIELD	9/1072	TAKEOFF MINIMUMS AND OBSTACLE DP, AMDT 1
01/12/09	CA	SAN BERNARDINO	SAN BERNARDINO INTL	9/1074	ILS OR LOC Z RWY 6, AMDT 2A
01/13/09	NC	WILSON	WILSON INDUSTRIAL AIR CENTER	9/1202	RNAV (GPS) RWY 9, AMDT 1
01/13/09	NC	WILSON	WILSON INDUSTRIAL AIR CENTER	9/1203	RNAV (GPS) RWY 21, ORIG
01/13/09	NC	WILSON	WILSON INDUSTRIAL AIR CENTER	9/1204	RNAV (GPS) RWY 15, AMDT 1
01/13/09	NC	WILSON	WILSON INDUSTRIAL AIR CENTER	9/1205	RNAV (GPS) RWY 33, ORIG
01/13/09	NC	WILSON	WILSON INDUSTRIAL AIR CENTER	9/1206	RNAV (GPS) RWY 3, AMDT 1
01/13/09	AZ	PHOENIX	PHOENIX SKY HARBOR INTL	9/1273	TAKEOFF MINIMUMS AND OBSTACLE DP, AMDT 4
01/13/09	AZ	PHOENIX	PHOENIX SKY HARBOR INTL	9/1274	ILS OR LOC RWY 7R, AMDT 1C
01/13/09	AZ	PHOENIX	PHOENIX SKY HARBOR INTL	9/1275	ILS OR LOC RWY 8, ORIG-A
01/13/09	AZ	PHOENIX	PHOENIX SKY HARBOR INTL	9/1276	ILS OR LOC RWY 26, ORIG-B
01/13/09	AZ	PHOENIX	PHOENIX SKY HARBOR INTL	9/1277	ILS RWY 25L, AMDT 1B
01/13/09	AZ	PHOENIX	PHOENIX SKY HARBOR INTL	9/1278	ILS OR LOC RWY 7L, AMDT 10B
01/14/09	AL	MUSCLE SHOALS	NORTHWEST ALABAMA REGIONAL	9/1355	VOR RWY 29, AMDT 27
01/14/09	CA	SANTA ANA	JOHN WAYNE-ORANGE COUNTY	9/1413	RNAV (GPS) RWY 19R, AMDT 1
01/15/09	TX	MOUNT PLEASANT	MOUNT PLEASANT RGNL	9/1597	VOR/DME A, ORIG
01/15/09	CO	DURANGO	DURANGO-LA PLATA COUNTY	9/1650	VOR/DME RWY 2, AMDT 4B
01/15/09	AS	PAGO PAGO	PAGO PAGO INTL	9/1651	TAKEOFF MINIMUMS AND OBSTACLE DP, ORIG
01/15/09	AS	PAGO PAGO	PAGO PAGO INTL	9/1652	ILS/DME RWY 5, AMDT 13C
01/15/09	AS	PAGO PAGO	PAGO PAGO INTL	9/1654	NDB-C, AMDT 6A
01/15/09	AS	PAGO PAGO	PAGO PAGO INTL	9/1655	VOR/DME OR TACAN-B, AMDT 5B
01/15/09	AS	PAGO PAGO	PAGO PAGO INTL	9/1657	VOR/DME OR TACAN-A, AMDT 4
01/15/09	ID	COEUR D ALENE	COEUR D ALENE AIR TERMINAL	9/1668	VOR RWY 5, ORIG
01/15/09	ID	COEUR D ALENE	COEUR D ALENE AIR TERMINAL	9/1669	VOR/DME RWY 1, AMDT 1
01/15/09	ID	COEUR D ALENE	COEUR D ALENE AIR TERMINAL	9/1670	NDB RWY 5, AMDT 2
01/15/09	ID	COEUR D ALENE	COEUR D ALENE AIR TERMINAL	9/1671	ILS OR LOC/DME RWY 5, AMDT 5
01/16/09	FL	TALLAHASSEE	TALLAHASSEE REGIONAL	9/1948	ILS OR LOC RWY 27, AMDT 9
01/16/09	OH	COLUMBUS	RICKENBACKER INTL	9/2429	ILS RWY 5R, ILS RWY 5R (CAT II), AMDT 2
01/16/09	OH	CLEVELAND	CLEVELAND-HOPKINS INTL	9/2430	ILS OR LOC RWY 24L, AMDT 21
01/16/09	OH	COLUMBUS	RICKENBACKER INTL	9/2432	ILS RWY 23L, ORIG-D

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30649 Amdt. No 3306]

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 February 24, 2009. 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 24, 2009.

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).