Related Information


Material Incorporated by Reference


(iii) The Director of the Federal Register approved the incorporation by reference of the service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(iv) For service information identified in this AD, contact Gulfstream Aerospace Corporation, P.O. Box 2206, Mail Station D–25, Savannah, Georgia 31402–2206; telephone 800–810–4853; fax 912–965–3520; e-mail pubs@gulfstream.com; Internet http://www.gulfstream.com/product/support/technical_pubs/pubs/index.htm.

(v) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425–227–1221.

(vi) You may also review copies of the service information that is incorporated by reference to 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.

Issued in Renton, Washington on September 16, 2011.

Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2011–24683 Filed 9–30–11; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30803; Amdt. No. 3444]

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 October 3, 2011. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

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 Section, 8260–5, 8260–15A, and 8260–15B when available; and


Availability—All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit http://www.nfac.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 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
Minims and ODPS, an effective date at least 30 days after publication is provided.

Further, the SIAPs and Takeoff

Minims 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 Minums 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 Minums and

ODPS, and safety in air commerce, I find

that notice and public procedures before

adapting these SIAPs, Takeoff

Minums 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).

Issued in Washington, DC, on September

16, 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

establishing, amending, suspending, or

revoking Standard Instrument Approach

Procedures and/or Takeoff Minums

and/or Obstacle Departure Procedures

effective at 0902 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:

Effective 20 OCT 2011

West Memphis, AR, West Memphis Muni,

ILS OR LOC RWY 17, Amdt 5

Windsor Locks, CT, Bradley Intl, ILS OR LOC

RWY 6, ILS RWY 6 (SA CAT I), ILS RWY

6 (CAT II), ILS RWY 6 (CAT III), Amdt 37

Windsor Locks, CT, Bradley Intl, ILS OR LOC

RWY 24, ILS RWY 24 (SA CAT I), ILS

RWY 24 (SA CAT II), Amdt 12

Windsor Locks, CT, Bradley Intl, ILS OR LOC

RWY 33, Amdt 10

Windsor Locks, CT, Bradley Intl, RNAV

(GPS) Y RWY 6, Amdt 2

Windsor Locks, CT, Bradley Intl, RNAV

(GPS) Y RWY 15, Amdt 2

Windsor Locks, CT, Bradley Intl, RNAV

(GPS) Y RWY 24, Amdt 3

Windsor Locks, CT, Bradley Intl, RNAV

(GPS) Y RWY 33, Amdt 2

Windsor Locks, CT, Bradley Intl, RNAV

(RNP) Z RWY 6, Orig

Windsor Locks, CT, Bradley Intl, RNAV

(RNP) Z RWY 24, Orig

Windsor Locks, CT, Bradley Intl, ILS OR LOC

TACAN RWY 15, Amdt 2A, CANCELLED

Windsor Locks, CT, Bradley Intl, ILS OR TACAN

RWY 24, Orig-A, CANCELLED

Windsor Locks, CT, Bradley Intl, ILS OR TACAN

RWY 33, Orig-C, CANCELLED

Wilmington, DE, New Castle, ILS OR LOC

RWY 1, Amdt 23

Daytona Beach, FL, Daytona Beach Intl, ILS

OR LOC RWY 25R, Orig

Daytona Beach, FL, Daytona Beach Intl, LOC

BC RWY 25R, Amdt 16, CANCELLED

Daytona Beach, FL, Daytona Beach Intl, RNAV

(GPS) RWY 25R, Amdt 3

Fitzgerald, GA, Fitzgerald Muni, Takeoff

Minums and Obstacle DP, Amdt 1

Greenfield, IA, Greenfield Muni, NDB OR

GPS RWY 32, Amdt 1, CANCELLED

Lamoni, IA, Lamoni Muni, Takeoff

Minums and Obstacle DP, Orig

Dripps, ID, Driggs-Reed Memorial, RNAV

(GPS) RWY 3, Amdt 1A, CANCELLED

Dripps, ID, Driggs-Reed Memorial, RNAV

(GPS) RWY 3, Orig

Carmi, IL, Carmi Muni, GPS RWY 36, Orig-

A, CANCELLED

Carmi, IL, Carmi Muni, RNAV (GPS) RWY

36, Orig

Carmi, IL, Carmi Muni, Takeoff Minums

and Obstacle DP, Amdt 2

Belleville, KS, Belleville Muni, NDB RWY

18, Amdt 5

Belleville, KS, Belleville Muni, NDB RWY

36, Amdt 5

Belleville, KS, Belleville Muni, RNAV (GPS)

RWY 18, Orig

Belleville, KS, Belleville Muni, RNAV (GPS)

RWY 36, Orig

Belleville, KS, Belleville Muni, Takeoff

Minums and Obstacle DP, Orig

Ottawa, KS, Ottawa Muni, GPS RWY 17,

Orig-A, CANCELLED

Ottawa, KS, Ottawa Muni, GPS RWY 35,

Orig, CANCELLED

Ottawa, KS, Ottawa Muni, RNAV (GPS) RWY

17, Orig

Ottawa, KS, Ottawa Muni, RNAV (GPS) RWY

35, Orig

Ottawa, KS, Ottawa Muni, Takeoff

Minums and Obstacle DP, Amdt 1

Topeka, KS, Forbes Field, NDB RWY 13,

Amdt 7

Abbeville, LA, Abbeville Chris Crusta

Memorial, LOC RWY 16, Orig

Great Barrington, MA, Walter J. Koladza,

NDB–A, Amdt 6

Gladwin, MI, Gladwin Zettel Memorial,

Takeoff Minums and Obstacle DP, Amdt 3

Hastings, MI, Hastings, RNAV (GPS) RWY

12, Orig

Hastings, MI, Hastings, RNAV (GPS) RWY

30, Orig

Hannibal, MO, Hannibal Rgnl, NDB RWY 35,

Amdt 4, CANCELLED

Salem, MO, Salem Memorial, Takeoff

Minums and Obstacle DP, Orig

Wayne, NE, Wayne Muni/Stan Morris Field,

RNAV (GPS) RWY 18, Amdt 2

Wayne, NE, Wayne Muni/Stan Morris Field,

RNAV (GPS) RWY 23, Amdt 1

Wayne, NE, Wayne Muni/Stan Morris Field,

RNAV (GPS) RWY 36, Amdt 2

Morristown, NJ, Morristown Muni, Takeoff

Minums and Obstacle DP, Amdt 6

Pedricktown, NJ, Spitfire Aerodrome, Takeoff

Minums and Obstacle DP, Amdt 1

New York, NY, John F. Kennedy Intl, Takeoff

Minums and Obstacle DP, Amdt 1

New York, NY, La Guardia, Takeoff

Minums and Obstacle DP, Amdt 9

Memphis, TN, Memphis Intl, Takeoff

Minums and Obstacle DP, Amdt 3

Dallas, TX, Dallas-Love Field, Takeoff

Minums and Obstacle DP, Amdt 16

Laredo, TX, Laredo Intl, ILS OR LOC/DME

RWY 17R, Amdt 1

Laredo, TX, Laredo Intl, RNAV (GPS) RWY

17R, Amdt 1

Laredo, TX, Laredo Intl, Takeoff Minums

and Obstacle DP, Amdt 5

Palacios, TX, Palacios Muni, Takeoff

Minums and Obstacle DP, Orig

Sweetwater, TX, Avenger Field, NDB RWY

17, Amdt 4

Sweetwater, TX, Avenger Field, RNAV (GPS)

RWY 4, Orig

Sweetwater, TX, Avenger Field, RNAV (GPS)

RWY 17, Orig

Sweetwater, TX, Avenger Field, RNAV (GPS)

RWY 22, Orig

Sweetwater, TX, Avenger Field, RNAV (GPS)

RWY 35, Orig

Richlands, VA, Tazewell County, LOC/DME

RWY 25, Amdt 1

Richlands, VA, Tazewell County, RNAV

(GPS) RWY 25, Amdt 1

Milwaukee, WI, General Mitchell Intl, ILS OR

LOC RWY 7R, Amdt 16

Milwaukee, WI, General Mitchell Intl, LOC

RWY 25L, Amdt 5

Milwaukee, WI, General Mitchell Intl, RNAV

(GPS) RWY 7R, Amdt 1

Milwaukee, WI, General Mitchell Intl, RNAV

(GPS) RWY 19R, Amdt 2

Milwaukee, WI, General Mitchell Intl, RNAV

(GPS) RWY 25L, Amdt 1

61039 Federal Register / Vol. 76, No. 191 / Monday, October 3, 2011 / Rules and Regulations
New Holstein, WI, New Holstein Muni, RNAV (GPS) RWY 14, Orig
New Holstein, WI, New Holstein Muni, RNAV (GPS) RWY 32, Orig
New Holstein, WI, New Holstein Muni, Takeoff Minimums and Obstacle DP, Orig
New Holstein, WI, New Holstein Muni, VOR/DME—A, Amdt 2
RESCINDED: On September 15, 2011 (76 FR 56970), the FAA published an Amendment in Docket No. 30801, Amdt No. 3442 to Part 97 of the Federal Aviation Regulations under section 97.25. The following entry, effective September 22, 2011, is hereby rescinded in its entirety: Abbeville, LA, Abbeville Chris Crusta Memorial, LOC RWY 16, Orig
[FR Doc. 2011–24724 Filed 9–30–11; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 97
[Docket No. 30804; Amdt. No. 3445]

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 October 3, 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 October 3, 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

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: 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. If, 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).