operation under Title 14 of the Code of Federal Regulations (14 CFR) 21.25(b)(7), for aircraft type-certificated under 14 CFR 21.25(a)(1), for operations within the State of Alaska, to provide bulk fuel to isolated individuals or locations in the State of Alaska.

DATES: This policy is August 2, 2012.

FOR FURTHER INFORMATION CONTACT: Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Certification Procedures Office (AIR–110), Mike Monroney Aeronautical Center, P.O. Box 26460, Oklahoma City, OK 73125. Attn: Jon Mowery. Telephone (405) 954–4776, fax 405–954–2209, email to: *jon.mowery@faa.gov.*

SUPPLEMENTARY INFORMATION: On August 6, 2009, a notice of proposed policy was published in the **Federal Register** (74 FR 39242) in which the FAA proposed to specify Alaskan fuel hauling as a restricted category special purpose operation under 14 CFR 21.25(b)(7). The comment period closed September 8, 2009. This notice of policy addresses only one of the three special purpose operations proposed in 2009. The other two proposals are still under consideration and are not addressed at this time in this notice.

The FAA received comments from six commenters, in three major areas. One of the comments submitted was, ''The transport of the fuel could be made safer by limiting the payload on each flight to say 35% of the aircraft weight so there won't be problems with takeoff and landing''. Another commenter proposed that Alaska fuel hauling be limited to aircraft having a maximum certificated takeoff weight (''MTOW'') of 20,000 lb or less. The FAA does not agree with setting an arbitrary maximum weight limit for this special purpose, nor does the FAA see a need to operate below the certificated capabilities of the aircraft. To provide for safe operations, each aircraft used to transport fuel will be required to receive FAA certification for the purpose of fuel hauling. During certification the airplane payload and performance limits will be specified as part of the certification process. All aircraft must be operated within their certificated weight and balance limitations, and airfield performance limitations. No overweight operations will be permitted.

One commenter suggested that the special purpose of fuel hauling be expanded to include operations outside the State of Alaska, while another commenter requested that the proposal be strictly limited to operations conducted solely within the state. The FAA will limit this proposed special purpose to operations in the State of Alaska only. Alaska has a unique dependence on aviation for delivery of essential supplies to remote villages that are not serviced by roads or rail. Most of these villages are served by airports with runways less than 3,000 feet long. The remoteness and limited transportation infrastructure means that air transportation of fuel is the only method to deliver fuel to these areas during many times of the year.

One commenter requested that the FAA confirm that restricted category aircraft certificated for the special purpose of Alaskan fuel hauling would be permitted to conduct these operations in view of the provisions of § 91.313, which provides the operating limitations for aircraft certificated in restricted category. Section 91.313(a) states that no person may operate a restricted category civil aircraft for any purpose other than the special purpose for which it is certificated. Section 91.313(c) states that a restricted category aircraft cannot be used to carry persons or property for compensation or hire. However, this paragraph goes on to say that for the purposes of § 91.313(c) the definition of ''for compensation or hire'' changes if the special purpose requires the carriage of material necessary for that special purpose. Then carriage of that material is not considered carriage ''for compensation or hire'', but only in regards to the limitations in § 91.313(c). For example, an airplane with a restricted category airworthiness certificate for the special purpose of Alaska fuel hauling may carry fuel for commercial gain. However, the operation must comply with 14 CFR part 119, which addresses commercial operations. Since Alaskan fuel hauling does not meet any of the exclusions in 14 CFR part 119, the operation would need to meet the requirements of 14 CFR part 135 or part 121. Operational approval for Alaskan fuel hauling must be obtained from FAA Flight Standards Service in accordance with the operating regulations.

The special purpose of Alaskan fuel hauling was considered for aircraft type-certificated under § 21.25(a)(1). This limitation will result in a higher level of safety than surplus military aircraft type-certificated under § 21.25(a)(2). Compliance with 14 CFR part 36 noise requirements is required for this special purpose. The fuel hauling system must be shown to meet the applicable airworthiness regulations as required by §§ 21.25(a)(1), and 21.101 if appropriate. Upon approval of the fuel hauling configuration of an aircraft for Alaskan fuel hauling, the operator must obtain an airworthiness certificate for the new special purpose.

Accordingly, the Aircraft Engineering Division hereby specifies, under authority delegated by the Administrator, that Alaskan fuel hauling is a restricted category special purpose flight operation under the provisions of § 21.25(b)(7). This approval is limited to aircraft type-certificated under § 21.25(a)(1). This action will enable bulk fuel to be carried to isolated individuals and locations (such as villages, towns, and mining facilities) in the State of Alaska, during times when other methods are impractical.

Issued in Washington, DC, on June 29, 2012.

David W. Hempe,

Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 2012–18557 Filed 8–1–12; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30853; Amdt. No. 3488]

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 August 2, 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 August 2, 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 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).

Issued in Washington, DC, on July 20, 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 establishing, amending, suspending, or revoking Standard Instrument Approach Procedures and/or Takeoff Minimums 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 23 August 2012

Pensacola, FL, Pensacola Gulf Coast Rgnl, RNAV (GPS) RWY 17, Amdt 2A
Plymouth, MA, Plymouth Muni, ILS OR LOC/DME RWY 6, Amdt 1B
Worcester, MA, Worcester Rgnl, VOR/DME RWY 33, Amdt 1
Mackinac Island, MI, Mackinac Island, Takeoff Minimums and Obstacle DP, Amdt 2
Montauk, NY, Montauk, RNAV (GPS) RWY 6, Orig
Montauk, NY, Montauk, RNAV (GPS) RWY 24, Amdt 1
Myrtle Beach, SC, Myrtle Beach Intl, RNAV (GPS)–A, Orig
Dallas, TX, Dallas Love Field, RNAV (GPS) Z RWY 13L, Amdt 1A
Dallas, TX, Dallas Love Field, RNAV (GPS) Z RWY 13R, Orig-B
El Paso, TX, El Paso Intl, RNAV (RNP) Y RWY 4, Orig-B
Oconto, WI, J. Douglas Bake Memorial, GPS RWY 11, Orig-A, CANCELED
Oconto, WI, J. Douglas Bake Memorial, NDB OR GPS RWY 29, Orig-B, CANCELED

Oconto, WI, J. Douglas Bake Memorial, RNAV (GPS) RWY 11, Orig
Oconto, WI, J. Douglas Bake Memorial, RNAV (GPS) RWY 29, Orig

Effective 20 September 2012

Galena, AK, Edward G. Pitka Sr, RNAV (GPS) RWY 7, Amdt 2
Galena, AK, Edward G. Pitka Sr, RNAV (GPS) RWY 25, Amdt 2
Galena, AK, Edward G. Pitka Sr, VOR/DME RWY 7, Amdt 8
Galena, AK, Edward G. Pitka Sr, VOR/DME RWY 25, Amdt 11
Iliamna, AK, Iliamna, RNAV (GPS) RWY 35, Amdt 2
King Salmon, AK, King Salmon, ILS OR LOC/DME RWY 12, Amdt 18
King Salmon, AK, King Salmon, LOC/DME BC RWY 30, Amdt 5
Courtland, AL, Courtland, RNAV (GPS) RWY 13, Amdt 2
Courtland, AL, Courtland, RNAV (GPS) RWY 31, Amdt 2
Courtland, AL, Courtland, Takeoff Minimums and Obstacle DP, Amdt 2
Firebaugh, CA, Firebaugh, Takeoff Minimums and Obstacle DP, Amdt 2
San Francisco, CA, San Francisco Intl, ILS OR LOC RWY 28L, Amdt 23
San Francisco, CA, San Francisco Intl, ILS PRM RWY 28L (Simultaneous Close Parallel), Amdt 2
Pagosa Springs, CO, Stevens Field, RNAV (GPS)–A, Amdt 1
Daytona Beach, FL, Daytona Beach Intl, ILS OR LOC RWY 7L, Amdt 31
Daytona Beach, FL, Daytona Beach Intl, RNAV (GPS) RWY 7L, Amdt 1
Daytona Beach, FL, Daytona Beach Intl, RNAV (GPS) Y RWY 7L, Orig-B, CANCELED
Hollywood, FL, North Perry, GPS RWY 9R, Orig-B, CANCELED
Hollywood, FL, North Perry, RNAV (GPS) RWY 10R, Orig
Hollywood, FL, North Perry, RNAV (GPS) RWY 28R, Orig
Hollywood, FL, North Perry, Takeoff Minimums and Obstacle DP, Amdt 4
Jacksonville, FL, Cecil, VOR RWY 9R, Amdt 1
Melbourne, FL, Melbourne Intl, ILS OR LOC RWY 9R, Amdt 12
Melbourne, FL, Melbourne Intl, LOC BC RWY 27L, Amdt 10
Melbourne, FL, Melbourne Intl, RNAV (GPS) RWY 9L, Amdt 1
Melbourne, FL, Melbourne Intl, RNAV (GPS) RWY 9R, Amdt 1
Melbourne, FL, Melbourne Intl, RNAV (GPS) RWY 27L, Amdt 1
Melbourne, FL, Melbourne Intl, RNAV (GPS) RWY 27R, Amdt 1
Melbourne, FL, Melbourne Intl, VOR RWY 9R, Amdt 21
Melbourne, FL, Melbourne Intl, VOR RWY 27L, Amdt 13
Orlando, FL, Kissimmee Gateway, GPS RWY 6, Orig-B, CANCELED
Orlando, FL, Kissimmee Gateway, RNAV (GPS) RWY 6, Orig
Orlando, FL, Kissimmee Gateway, RNAV (GPS) RWY 33, Amdt 2
Orlando, FL, Orlando Intl, ILS OR LOC RWY 17L, ILS RWY 17L (CAT II), Amdt 1B
Orlando, FL, Orlando Intl, ILS OR LOC RWY 17R, ILS RWY 17R (CAT II), Amdt 5B
Orlando, FL, Orlando Intl, ILS OR LOC RWY 18R, Amdt 9B
Orlando, FL, Orlando Intl, ILS OR LOC RWY 35L, ILS RWY 35L (CAT II), ILS RWY 35L (CAT III), Amdt 6C
Orlando, FL, Orlando Intl, ILS OR LOC RWY 35R, ILS RWY 35R (CAT II), Amdt 1C
Orlando, FL, Orlando Intl, ILS OR LOC RWY 36R, ILS RWY 36R (CAT II), ILS RWY 36R (CAT III), Amdt 9C
Orlando, FL, Orlando Intl, RNAV (GPS) RWY 17L, Orig-A
Orlando, FL, Orlando Intl, RNAV (GPS) RWY 17R, Orig-A
Orlando, FL, Orlando Intl, RNAV (GPS) RWY 18L, Orig-A
Orlando, FL, Orlando Intl, RNAV (GPS) RWY 18R, Orig-A
Orlando, FL, Orlando Intl, RNAV (GPS) RWY 35L, Orig-B
Orlando, FL, Orlando Intl, RNAV (GPS) RWY 35R, Orig-B
Orlando, FL, Orlando Intl, RNAV (GPS) RWY 36L, Orig-B
Orlando, FL, Orlando Intl, RNAV (GPS) RWY 36R, Orig-B
Orlando, FL, Orlando Intl, RNAV (RNP) Z RWY 17L, Orig-A, CANCELED
Orlando, FL, Orlando Intl, RNAV (RNP) Z RWY 17R, Orig-A, CANCELED
Orlando, FL, Orlando Intl, RNAV (RNP) Z RWY 18L, Orig-A, CANCELED
Orlando, FL, Orlando Intl, RNAV (RNP) Z RWY 18R, Orig-A, CANCELED
Orlando, FL, Orlando Intl, RNAV (RNP) Z RWY 35L, Orig-B, CANCELED
Orlando, FL, Orlando Intl, RNAV (RNP) Z RWY 35R, Orig-B, CANCELED
Orlando, FL, Orlando Intl, RNAV (RNP) Z RWY 36L, Orig-B, CANCELED
Orlando, FL, Orlando Intl, RNAV (RNP) Z RWY 36R, Orig-B, CANCELED
Atlanta, GA, Dekalb-Peachtree, VOR/DME RWY 27, Amdt 1F, CANCELED
Atlanta, GA, Dekalb-Peachtree, VOR/DME–D, Orig
Ames, IA, Ames Muni, ILS OR LOC RWY 1, Amdt 2
Indianapolis, IN, Greenwood Muni, Takeoff Minimums and Obstacle DP, Amdt 4
Pittsburg, KS, Atkinson Muni, RNAV (GPS) RWY 4, Amdt 1
Pittsburg, KS, Atkinson Muni, RNAV (GPS) RWY 16, Amdt 2
Pittsburg, KS, Atkinson Muni, RNAV (GPS) RWY 22, Amdt 1
Pittsburg, KS, Atkinson Muni, RNAV (GPS) RWY 34, Amdt 2
Gonzales, LA, Louisiana Rgnl, RNAV (GPS) RWY 17, Amdt 1
Gonzales, LA, Louisiana Rgnl, RNAV (GPS) RWY 35, Amdt 1
Gonzales, LA, Louisiana Rgnl, Takeoff Minimums and Obstacle DP, Amdt 1
Slidell, LA, Slidell, NDB RWY 36, Orig-E, CANCELED
Vineyard Haven, MA, Marthas Vineyard, RNAV (GPS) RWY 15, Orig
Vineyard Haven, MA, Marthas Vineyard, RNAV (GPS) RWY 33, Orig
Winona, MN, Winona Muni-Max Conrad Fld, RNAV (GPS) RWY 30, Amdt 1
Winona, MN, Winona Muni-Max Conrad Fld, Takeoff Minimums and Obstacle DP, Amdt 4
St Louis, MO, Lambert-St Louis Intl, RNAV (GPS) Y RWY 11, Orig-B
St Louis, MO, Lambert-St Louis Intl, RNAV (GPS) Y RWY 12L, Amdt 2B
St Louis, MO, Lambert-St Louis Intl, RNAV (GPS) Y RWY 12R, Amdt 1B
St Louis, MO, Lambert-St Louis Intl, RNAV (GPS) Y RWY 29, Orig-C
St Louis, MO, Lambert-St Louis Intl, RNAV (GPS) Y RWY 30L, Amdt 1B
St Louis, MO, Lambert-St Louis Intl, RNAV (GPS) Y RWY 30R, Amdt 1D
Marks, MS, Selfs, Takeoff Minimums and Obstacle DP, Amdt 1
Cavalier, ND, Cavalier Muni, RNAV (GPS) RWY 34, Amdt 1
Cavalier, ND, Cavalier Muni, Takeoff Minimums and Obstacle DP, Amdt 1
Le Roy, NY, Le Roy, RNAV (GPS) RWY 10, Orig
Le Roy, NY, Le Roy, RNAV (GPS) RWY 28, Orig
Le Roy, NY, Le Roy, Takeoff Minimums and Obstacle DP, Amdt 1
Le Roy, NY, Le Roy, VOR–A, Amdt 1
Shirley, NY, Brookhaven, ILS OR LOC RWY 6, Amdt 2
Cincinnati, OH, Cincinnati Muni Airport Lunken Field, ILS OR LOC RWY 21L, Amdt 19
Cincinnati, OH, Cincinnati Muni Airport Lunken Field, NDB RWY 21L, Amdt 17
Cincinnati, OH, Cincinnati Muni Airport Lunken Field, NDB RWY 25, Amdt 12
Cincinnati, OH, Cincinnati Muni Airport Lunken Field, RNAV (GPS) RWY 3R, Orig
Cincinnati, OH, Cincinnati Muni Airport Lunken Field, RNAV (GPS) RWY 21L, Amdt 1
Cincinnati, OH, Cincinnati Muni Airport Lunken Field, RNAV (GPS) RWY 25, Amdt 1
Clearfield, PA, Clearfield-Lawrence, RNAV (GPS) RWY 12, Orig
Clearfield, PA, Clearfield-Lawrence, RNAV (GPS) RWY 30, Amdt 1
Clearfield, PA, Clearfield-Lawrence, Takeoff Minimums and Obstacle DP, Amdt 3
Connellsville, PA, Joseph A. Hardy Connellsville, LOC RWY 5, Amdt 4
Connellsville, PA, Joseph A. Hardy Connellsville, RNAV (GPS) RWY 5, Orig
Connellsville, PA, Joseph A. Hardy Connellsville, RNAV (GPS) RWY 14, Orig
Connellsville, PA, Joseph A. Hardy Connellsville, Takeoff Minimums and Obstacle DP, Amdt 1
Clemson, SC, Oconee County Rgnl, RNAV (GPS) RWY 25, Amdt 3
Gregory, SD, Gregory Muni, Flynn Fld, GPS RWY 31, Amdt 1, CANCELED
Gregory, SD, Gregory Muni—Flynn Fld, RNAV (GPS) RWY 13, Orig
Gregory, SD, Gregory Muni—Flynn Fld, RNAV (GPS) RWY 31, Orig
Angelton/Lake Jackson, TX, Texas Gulf Coast Rgnl, ILS OR LOC RWY 17, Amdt 5
Caldwell, TX, Caldwell Muni, RNAV (GPS) RWY 15, Orig
Caldwell, TX, Caldwell Muni, RNAV (GPS) RWY 33, Orig
Caldwell, TX, Caldwell Muni, Takeoff Minimums and Obstacle DP, Amdt 1
Caldwell, TX, Caldwell Muni, VOR/DME–A, Amdt 3
Lago Vista, TX, Lago Vista TX—Rusty Allen, GPS RWY 15, Orig-A, CANCELED

Lago Vista, TX, Lago Vista TX—Rusty Allen, RNAV (GPS) RWY 15, Orig
Robstown, TX, Nueces County, GPS RWY 13, Orig-C, CANCELED
Robstown, TX, Nueces County, RNAV (GPS) RWY 13, Orig
Robstown, TX, Nueces County, Takeoff Minimums and Obstacle DP, Amdt 1
Clarksville, VA, Lake Country Regional, VOR/DME–A, Orig-A, CANCELED
Richland, WA, Richland, LOC RWY 19, Amdt 8
Richland, WA, Richland, RNAV (GPS) Y RWY 19, Amdt 1
Richland, WA, Richland, RNAV (GPS) Z RWY 19, Orig
Wenatchee, WA, Pangborn Memorial, ILS X RWY 12, Orig
Yakima, WA, Yakima Air Terminal/McAllister Field, RNAV (GPS) X RWY 27, Amdt 1A
Medford, WI, Taylor County, RNAV (GPS) RWY 16, Orig
Medford, WI, Taylor County, RNAV (GPS) RWY 34, Orig
Mineral Point, WI, Iowa County, NDB RWY 22, Amdt 6
Mineral Point, WI, Iowa County, RNAV (GPS) RWY 4, Amdt 1
Mineral Point, WI, Iowa County, RNAV (GPS) RWY 11, Amdt 1
Mineral Point, WI, Iowa County, RNAV (GPS) RWY 22, Amdt 1
Mineral Point, WI, Iowa County, RNAV (GPS) RWY 29, Amdt 1
Superior, WI, Richard I Bong, GPS RWY 3, Orig, CANCELED
Superior, WI, Richard I Bong, GPS RWY 13, Orig, CANCELED
Superior, WI, Richard I Bong, GPS RWY 31, Orig, CANCELED
Superior, WI, Richard I Bong, RNAV (GPS) RWY 4, Orig
Superior, WI, Richard I Bong, RNAV (GPS) RWY 14, Orig
Superior, WI, Richard I Bong, RNAV (GPS) RWY 22, Orig
Superior, WI, Richard I Bong, RNAV (GPS) RWY 32, Orig
Casper, WY, Casper/Natrona County Intl, Takeoff Minimums and Obstacle DP, Amdt 4
Cheyenne, WY, Cheyenne Rgnl/Jerry Olson Field, Takeoff Minimums and Obstacle DP, Amdt 4

[FR Doc. 2012–18521 Filed 8–1–12; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30854; Amdt. No. 3489]

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 August 2, 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 August 2, 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