

program integrity by ensuring that producers are unable to manipulate their unit structure by making slight changes in their farming operation to gain additional benefits from the increased subsidy.

The amendments in this rule are applicable for the 2010 and succeeding crop years for all crops with a 2010 crop year contract change date on or after the effective date of this rule and for the 2011 and succeeding crop years for all crops with a 2010 crop year contract change date prior to the effective date of this rule.

Good cause is shown to make this rule effective upon publication in the **Federal Register**. Good cause to make the rule effective upon publication in the **Federal Register** exists when the 30 day delay in the effective date is impracticable, unnecessary, or contrary to the public interest.

With respect to the provisions of this rule, it would adversely affect program integrity to delay its implementation. If FCIC is required to delay the implementation of this rule 30 days after the date it is published, the provisions of this rule could not be implemented until the next crop year for those crops having a contract change date prior to the effective date of this publication. Because a delay in the effective date of this rule is contrary to the public interest, good cause exists to make these policy changes effective upon publication in the **Federal Register**.

List of Subjects in 7 CFR Part 457

Crop insurance, Reporting and recordkeeping requirements.

Interim Rule

■ Accordingly, as set forth in the preamble, the Federal Crop Insurance Corporation amends 7 CFR part 457 as follows:

PART 457—COMMON CROP INSURANCE REGULATIONS

■ 1. The authority citation for 7 CFR part 457 continues to read as follows:

Authority: 7 U.S.C. 1506(l), 1506(o).

■ 2. In § 457.8, paragraph (b) is amended by revising the definition of “Enterprise unit.”

The revised text reads as follows:

§ 457.8 The application and policy.

* * * * *

(b) * * *

1. Definitions.

* * * * *

Enterprise unit. All insurable acreage of the insured crop in the county in

which you have a share on the date coverage begins for the crop year.

(1) To qualify, an enterprise unit must contain all of the insurable acreage of the same insured crop in:

(i) One or more basic units that are located in two or more separate sections, section equivalents, FSA farm serial numbers, or units established by written agreement; or

(ii) Two or more optional units established by separate sections, section equivalents, FSA farm serial numbers, or as established by written agreement; and

(2) At least two of the sections, section equivalents, FSA farm serial numbers, or units established by written agreement making up the basic or optional units in paragraph (1) of this definition must each have planted acreage that constitutes at least the lesser of 20 acres or 20 percent of the insured crop acreage in the enterprise unit.

* * * * *

Signed in Washington, DC, on June 5, 2009.

William J. Murphy,

Acting Manager, Federal Crop Insurance Corporation.

[FR Doc. E9-13937 Filed 6-12-09; 8:45 am]

BILLING CODE 3410-08-P

FARM CREDIT SYSTEM INSURANCE CORPORATION

12 CFR Part 1410

RIN 3055-AA10

Premiums

AGENCY: Farm Credit System Insurance Corporation.

ACTION: Notice of effective date.

SUMMARY: The Farm Credit System Insurance Corporation (FCSIC) issued a direct final rule with opportunity for comment on April 15, 2009 (74 FR 17371) amending its premium regulations under 12 CFR part 1410 to reflect the amendments of the Farm Credit Act of 1971 that were made by the enactment of the Food, Conservation, and Energy Act of 2008. The purpose of the amended rule is to clarify the premium regulations and eliminate provisions of the premium regulations that are obsolete or inconsistent with the Farm Credit Act of 1971, as amended. The opportunity for comment expired on May 15, 2009. The FCSIC received no comments and therefore, the direct final rule becomes effective without change. In accordance with 12 U.S.C. 2252, the effective date

of the rule is 30 days from the date of publication in the **Federal Register** during which either or both Houses of Congress are in session. Based on the records of the sessions of Congress, the effective date of the regulations is June 9, 2009.

DATES: *Effective Date:* The regulation amending 12 CFR part 1410 published on April 15, 2009 (74 FR 17371) is effective June 9, 2009.

FOR FURTHER INFORMATION CONTACT: James M. Morris, General Counsel, Farm Credit System Insurance Corporation, 1501 Farm Credit Drive, McLean, VA 22102, 703-883-4380, TTY 703-883-4390, Fax 703-790-9088.

Roland E. Smith,

Secretary to the Board, Farm Credit System Insurance Corporation.

[FR Doc. E9-13954 Filed 6-12-09; 8:45 am]

BILLING CODE 6710-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30670 Amdt. No. 3324]

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 June 15, 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 June 15, 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).

Issued in Washington, DC, on May 29, 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 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 02 JUL 2009
 Brooksville, FL, Hernando County, RNAV (GPS) RWY 3, Amdt 1
 Brooksville, FL, Hernando County, RNAV (GPS) RWY 9, amdt 1
 Brooksville, FL, Hernando County, RNAV (GPS) RWY 21, Amdt 1
 Brooksville, FL, Hernando County, RNAV (GPS) RWY 27, Amdt 1
 Brooksville, FL, Hernando County, Takeoff Minimums and Obstacle DP, Orig
 Fort Lauderdale, FL, Fort Lauderdale/Hollywood Intl, RNAV (GPS) RWY 13, Amdt 1
 Fort Lauderdale, FL, Fort Lauderdale/Hollywood Intl, RNAV (GPS) RWY 27L, Orig
 Fort Stewart (Hinesville), GA, Wright AAF (Fort Stewart)/Midcoast Rgnl, NDB RWY 33R, Orig Fort Stewart (Hinesville), GA, Wright AAF (Fort Stewart)/Midcoast Rgnl, RADAR 1, Original, (CANCELLED) Fort Stewart (Hinesville), GA, Wright AAF (Fort Stewart)/Midcoast Rgnl, RNAV (GPS) RWY 6L, Orig Fort Stewart (Hinesville), GA,

- Wright AAF (Fort Stewart)/Midcoast Rgnl, RNAV (GPS) RWY 33R, Orig Fort Stewart (Hinesville), GA, Wright AAF (Fort Stewart)/Midcoast Rgnl, Takeoff Minimums and Obstacle DP, Orig Savannah, GA, Savannah/Hilton Head Intl, ILS OR LOC RWY 1, Amdt 8
- Savannah, GA, Savannah/Hilton Head Intl, ILS OR LOC RWY 10, Amdt 27A
- Savannah, GA, Savannah/Hilton Head Intl, RNAV (GPS) RWY 1, Amdt 2
- Savannah, GA, Savannah/Hilton Head Intl, RNAV (GPS) RWY 10, Amdt 2
- Savannah, GA, Savannah/Hilton Head Intl, RNAV (GPS) RWY 19, Amdt 2
- Savannah, GA, Savannah/Hilton Head Intl, RNAV (GPS) Z RWY 28, Amdt 2
- Savannah, GA, Savannah/Hilton Head Intl, Takeoff Minimums and Obstacle DP, Amdt 6
- Savannah, GA, Savannah/Hilton Head Intl, VOR/DME-A, Orig-A
- Savannah, GA, Savannah/Hilton Head Intl, VOR/DME OR TACAN RWY 1, Orig-B
- Savannah, GA, Savannah/Hilton Head Intl, VOR/DME OR TACAN RWY 19, Orig-A
- Richmond, IN, Richmond Muni, RNAV (GPS) RWY 33, Orig
- Houma, LA, Houma-Terrebonne, COPTER VOR/DME RWY 12, Amdt 4
- Houma, LA, Houma-Terrebonne, GPS RWY 12, Amdt 1A, CANCELLED
- Houma, LA, Houma-Terrebonne, GPS RWY 18, Orig-A, CANCELLED
- Houma, LA, Houma-Terrebonne, GPS RWY 36, Orig-A, CANCELLED
- Houma, LA, Houma-Terrebonne, ILS OR LOC RWY 18, Amdt 4
- Houma, LA, Houma-Terrebonne, RNAV (GPS) RWY 12, Orig
- Houma, LA, Houma-Terrebonne, RNAV (GPS) RWY 18, Orig
- Houma, LA, Houma-Terrebonne, RNAV (GPS) RWY 30, Orig
- Houma, LA, Houma-Terrebonne, RNAV (GPS) RWY 36, Orig
- Houma, LA, Houma-Terrebonne, Takeoff Minimums and Obstacle DP, Amdt 5
- Houma, LA, Houma-Terrebonne, VOR/DME RWY 30, Amdt 12
- Grand Rapids, MI, Gerald R. Ford Intl, ILS OR LOC RWY 8R, Amdt 6
- Grand Rapids, MI, Gerald R. Ford Intl, ILS OR LOC RWY 26L, Amdt 21
- Grand Rapids, MI, Gerald R. Ford Intl, ILS OR LOC RWY 35, Amdt 1
- Grand Rapids, MI, Gerald R. Ford Intl, RNAV (GPS) RWY 8L, Amdt 1
- Grand Rapids, MI, Gerald R. Ford Intl, RNAV (GPS) RWY 8R, Amdt 1
- Grand Rapids, MI, Gerald R. Ford Intl, RNAV (GPS) RWY 17, Amdt 1
- Grand Rapids, MI, Gerald R. Ford Intl, RNAV (GPS) RWY 26L, Amdt 1
- Grand Rapids, MI, Gerald R. Ford Intl, RNAV (GPS) RWY 26R, Amdt 1
- Grand Rapids, MI, Gerald R. Ford Intl, RNAV (GPS) RWY 35, Amdt 1
- Grand Rapids, MI, Gerald R. Ford Intl, Takeoff Minimums and Obstacle DP, Amdt 2
- Grand Rapids, MI, Gerald R. Ford Intl, VOR RWY 35, Amdt 1
- Maryville, MO, Northwest Missouri Rgnl, RNAV (GPS) RWY 14, Orig
- Maryville, MO, Northwest Missouri Rgnl, Takeoff Minimums and Obstacle DP, Amdt 3
- Maryville, MO, Northwest Missouri Rgnl, VOR/DME OR GPS RWY 36, Amdt 4, CANCELLED
- Blair, NE, Blair Muni, RNAV (GPS) RWY 13, Orig
- Blair, NE, Blair Muni, RNAV (GPS) RWY 31, Orig
- Blair, NE, Blair Muni, Takeoff Minimums and Obstacle DP, Orig
- Reno, NV, Reno/Tahoe Intl, RNAV (RNP) Z RWY 16R, Orig-B
- Cleveland, OH, Cuyahoga County, ILS OR LOC RWY 24, Amdt 14
- Cleveland, OH, Cuyahoga County, LOC/DME BC RWY 6, Amdt 11
- Cleveland, OH, Cuyahoga County, NDB OR GPS RWY 24, Amdt 8C, CANCELLED
- Cleveland, OH, Cuyahoga County, RNAV (GPS) RWY 6, Orig
- Cleveland, OH, Cuyahoga County, RNAV (GPS) RWY 24, Orig
- Port Clinton, OH, Carl R Keller Field, GPS RWY 27, Amdt 1A, CANCELLED
- Port Clinton, OH, Carl R Keller Field, NDB RWY 27, Amdt 13
- Port Clinton, OH, Carl R Keller Field, RNAV (GPS) RWY 9, Orig
- Port Clinton, OH, Carl R Keller Field, RNAV (GPS) RWY 27, Orig
- Port Clinton, OH, Carl R Keller Field, Takeoff Minimums and Obstacle DP, Amdt 6
- Port Clinton, OH, Carl R Keller Field, VOR/DME-A, Amdt 9
- Erie, PA, Erie Intl/Tom Ridge Field, ILS OR LOC RWY 6, Amdt 16
- Erie, PA, Erie Intl/Tom Ridge Field, ILS OR LOC/DME RWY 24, Amdt 8
- Erie, PA, Erie Intl/Tom Ridge Field, NDB RWY 6, Amdt 1
- Erie, PA, Erie Intl/Tom Ridge Field, NDB RWY 24, Amdt 18
- Erie, PA, Erie Intl/Tom Ridge Field, RNAV (GPS) RWY 6, Orig
- Erie, PA, Erie Intl/Tom Ridge Field, RNAV (GPS) RWY 24, Orig
- Erie, PA, Erie Intl/Tom Ridge Field, Takeoff Minimums and Obstacle DP, Amdt 5
- Erie, PA, Erie Intl/Tom Ridge Field, VOR RWY 6, Amdt 16
- Erie, PA, Erie Intl/Tom Ridge Field, VOR/DME RWY 24, Amdt 12
- Wilkes-Barre/Scranton, PA, Wilkes-Barre/Scranton Intl, ILS OR LOC/DME RWY 22, Amdt 6
- Wilkes-Barre/Scranton, PA, Wilkes-Barre/Scranton Intl, RNAV (GPS) RWY 4, Orig
- Wilkes-Barre/Scranton, PA, Wilkes-Barre/Scranton Intl, RNAV (GPS) RWY 22, Orig
- North Kingstown, RI, Quonset State, ILS OR LOC RWY 16, Amdt 10
- Greenville, SC, Greenville Downtown, RNAV (GPS) RWY 1, Orig
- Greenville, SC, Greenville Downtown, RNAV (GPS) RWY 10, Orig
- Newberry, SC, Newberry County, GPS RWY 22, Orig, CANCELLED
- Newberry, SC, Newberry County, RNAV (GPS) RWY 4, Orig
- Newberry, SC, Newberry County, RNAV (GPS) RWY 22, Orig
- Memphis, TN, Memphis Intl, ILS OR LOC RWY 18R, Amdt 14
- Memphis, TN, Memphis Intl, RNAV (GPS) Z RWY 18C, Amdt 2
- Memphis, TN, Memphis Intl, RNAV (GPS) Z RWY 18R, Amdt 2
- Memphis, TN, Memphis Intl, RNAV (RNP) X RWY 18L, Orig
- Memphis, TN, Memphis Intl, RNAV (RNP) X RWY 18R, Orig
- Memphis, TN, Memphis Intl, RNAV (RNP) Y RWY 18C, Orig
- Memphis, TN, Memphis Intl, RNAV (RNP) Y RWY 18L, Orig
- Memphis, TN, Memphis Intl, RNAV (RNP) Y RWY 18R, Orig
- Mountain City, TN, Johnson County, RNAV (GPS) RWY 6, Orig
- Mountain City, TN, Johnson County, RNAV (GPS) RWY 24, Orig
- Savannah, TN, Savannah-Hardin County, GPS RWY 1, Orig, CANCELLED
- Savannah, TN, Savannah-Hardin County, GPS RWY 19, Orig, CANCELLED
- Savannah, TN, Savannah-Hardin County, RNAV (GPS) RWY 1, Orig
- Savannah, TN, Savannah-Hardin County, RNAV (GPS) RWY 19, Orig
- Oak Harbor, WA, A.J. Eisenberg, RNAV (GPS) RWY 7, Amdt 2C

[FR Doc. E9-13872 Filed 6-12-09; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

14 CFR Part 97

[Docket No. 30671; Amdt. No. 3325]

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 June 15, 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