(c) Applicability

This AD applies to General Electric Company (GE) CT7–5A2, CT7–5A3, CT7–7A, CT7–7A1, CT7–9B, CT7–9B1, CT7–9B2, CT7–9C and CT7–9C3 model turboprop engines with main propeller shaft, part number 77581–11, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7210, Turbine Engine Reduction Gear.

(e) Unsafe Condition

This AD was prompted by the failure of a main propeller shaft. We are issuing this AD to prevent failure of the main propeller shaft. The unsafe condition, if not addressed, could result in in-flight loss of the propeller, loss of engine thrust control, and damage to the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

(1) For propeller gear boxes (PGBs) with 46,000 hours time since new (TSN) or more, perform cleaning, visual inspection, and fluorescent-penetrant inspection (FPI) within 150 hours time in service (TIS) after the effective date of this AD, or one month after the effective date of this AD, whichever occurs first.

(2) For PGBs with 40,000 hours TSN or more, but less than 46,000 hours TSN, perform cleaning, visual inspection, and FPI within 500 hours TIS after the effective date of this AD, not to exceed 46,150 TSN or four months after the effective date of this AD, whichever occurs first.

(3) For PGBs with 30,000 hours TSN or more, but less than 40,000 hours TSN, perform cleaning, visual inspection, and FPI within 1,000 hours TIS after the effective date of this AD, not to exceed 40,500 TSN or eight months after the effective date of this AD, whichever occurs first.

(4) For PGBs with less than 30,000 hours TSN, perform cleaning, visual inspection, and FPI at the next propeller removal, not to exceed 31,000 hours TSN.

(5) Perform the cleaning, visual inspection and FPI, as follows:

(i) Clean the main propeller shaft flange. Use the instructions in paragraph 5, ''Main Propeller Shaft,'' in MM 72–10–00, PROPELLER GEARBOX—CLEANING from GE CT7B Maintenance Manual SEI–576, Rev. 60, dated October 1, 2017.

(ii) Visually inspect the main propeller shaft for wear, corrosion, and cracking. Use the instructions in paragraph 5.A., ''Main Propeller Shaft,'' in MM 72–10–00, PROPELLER GEARBOX—INSPECTION from GE CT7B Maintenance Manual SEI–576, Rev. 60, dated October 1, 2017.

(iii) Spot-fluorescent-penetrant inspect the area on the main propeller shaft flange face within 0.5 inches radially adjacent to the dowel pin holes for cracks. Use the instructions in SPM 70–32–03, SPOT-FLUORESCENT PENETRANT—INSPECTION, Task 70–32–03–230–002 from GE GEK 9250, Commercial Engine Standard Practices Manual, Rev. 106, dated April 1, 2007.

(6) Repeat the cleaning, visual inspection, and FPI of the main propeller shaft at each removal of the propeller.

(7) Before further flight, remove from service any main propeller shaft found cracked, or with corrosion or wear beyond the limits specified in SPM 70–32–03, SPOT-FLUORESCENT PENETRANT—INSPECTION, Task 70–32–03–230–002, from GE GEK 9250, Commercial Engine Standard Practices Manual, Rev. 106, dated April 1, 2007.

(h) Credit for Previous Actions

Main propeller shafts that were replaced with new zero-time parts at an overhaul of the PGB within the last 10,000 hours TIS, or inspected in accordance with GE Service Bulletin (SB) CT7–TP S/B 72–0531, dated June 22, 2017, or GE SB CT7–TP S/B 72–0533, dated October 3, 2017, satisfy the requirements specified in paragraph (g)(5) of this AD.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ECO Branch, send it to the attention of the person identified in paragraph (j) of this AD. You may email your request to: *ANE–AD–AMOC@faa.gov.*

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(j) Related Information

For more information about this AD, contact Michael Richardson-Bach, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781–238–7747; fax: 781–238–7199; email: *michael.richardson-bach@faa.gov.*

(k) Material Incorporated by Reference

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

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) SPM 70–32–03, SPOT-FLUORESCENT PENETRANT INSPECTION, TASK 70–32–03–230–002, from the GE Commercial Engine Standard Practices Manual GEK 9250, Rev. 106, dated April 01, 2007.

(ii) MM 72–10–00, PROPELLER GEARBOX INSPECTION, from the GE CT7B Maintenance Manual SEI–576, Rev. 60, dated October 1, 2017.

(iii) MM 72–10–00, PROPELLER GEARBOX—CLEANING, from the GE CT7B Maintenance Manual SEI–576, Rev. 60, dated October 1, 2017.

(3) For GE service information identified in this AD, contact General Electric Company, GE-Aviation, Room 285, 1 Neumann Way, Cincinnati, OH 45215; phone: 513–552–3272; fax: 513–552–3329; email: *geae.aoc@ge.com.*

(4) You may view this service information at FAA, Engine and Propeller Standards Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781–238–7759.

(5) You may view this service information that is incorporated by reference at 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/cfr/ibr-locations.html.*

Issued in Burlington, Massachusetts, on February 8, 2018.

Robert J. Ganley,

Acting Manager, Engine and Propeller Standards Branch, Aircraft Certification Service.

[FR Doc. 2018–02917 Filed 2–12–18; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2017–1082 Airspace Docket No. 17–AGL–22]

Amendment of Multiple Air Traffic Service (ATS) Routes; North Central United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, technical amendment.

SUMMARY: The FAA is amending four high altitude Area Navigation (RNAV) Q-routes (Q–140, Q–818, Q–935, and Q–947) that cross the United States (U.S.)/Canada border in the north central U.S. This action updates the latitude/longitude coordinates for three Canadian waypoints listed in the Q-route descriptions contained in the FAA aeronautical database to match the Canadian aeronautical database source information.

DATES: Effective date 0901 UTC, May 24, 2018. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order 7400.11B, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at *http://www.faa.gov/air_traffic/publications/.* For further information, you can contact the

Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11B at NARA, call (202) 741–6030, or go to *https://www.archives.gov/federal-register/cfr/ibr-locations.html.*

FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

FOR FURTHER INFORMATION CONTACT: Colby Abbott, Airspace Policy Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it would amend the route structure as required to preserve the safe and efficient flow of air traffic.

History

On September 26, 2014, the FAA published in the **Federal Register** a final rule (79 FR 57758), Docket No. FAA–2014–0295, that amended, removed, and established multiple Air Traffic Service (ATS) routes in the north central U.S. to reflect and accommodate route changes being made in Canadian airspace as part of a Canadian airspace redesign project. During a recent aeronautical review, the FAA identified three Canadian waypoint geographic coordinate updates that were required for the waypoints RUBKI, IKNAV, and REVEN.

This rule makes the Canadian waypoint corrections to ensure the Q-routes and FAA aeronautical database are in concert with the Canadian aeronautical database source information.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order 7400.11B, Airspace Designations and Reporting Points, dated August 3, 2017, and effective September 15, 2017. FAA Order 7400.11B is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11B lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

The FAA is amending Title 14, Code of Federal Regulations (14 CFR) part 71 by modifying RNAV Q-routes Q–140, Q–818, Q–935, and Q–947. The route modifications correct the RUBKI, IKNAV, and REVEN waypoint geographic coordinates used in the routes to match the Q-route descriptions and the FAA aeronautical database with the Canadian aeronautical database source information. The amendments result in no substantive changes or impact on the public and ensure safe and efficient across border connectivity.

The RNAV route modifications accomplished by this action are outlined below.

Q–140: Change the RUBKI waypoint geographic coordinates from ''Lat. 44°14′56.00″ N, long. 082°15′25.99″ W'' to read ''Lat. 44°14′54.82″ N, long. 082°16′07.65″ W.''

Q–818: Change the IKNAV waypoint geographic coordinates from ''Lat. 42°57′43.00″ N, long. 078°59′04.00″ W'' to read ''Lat. 42°57′43.00″ N, long. 078°58′04.00″ W.''

Q–935: Change the IKNAV waypoint geographic coordinates from ''Lat. 42°57′43.00″ N, long. 078°59′04.00″ W'' to read ''Lat. 42°57′43.00″ N, long. 078°58′04.00″ W.''

Q–947: Change the REVEN waypoint geographic coordinates from ''Lat. 45°33′09.70″ N, long. 070°42′01.90″ W'' to read ''Lat. 45°33′09.74″ N, long. 070°42′01.90″ W.''

Because the changes in this technical amendment result in no substantive change, we find notice and public procedures under 5 U.S.C. 553(b) is unnecessary.

High altitude United States RNAV Q-routes are published in paragraph 2006 and high altitude Canadian RNAV Q-routes are published in paragraph 2007 of FAA Order 7400.11B dated August 3, 2017, and effective September 15, 2017, which is incorporated by reference in 14 CFR 71.1. The high altitude United States and Canadian RNAV Q-routes listed in this rule will be subsequently published in the Order.

Regulatory Notices and Analyses

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 Department of Transportation (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. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

The FAA has determined that this action of modifying four high altitude RNAV Q-routes qualifies for categorical exclusion under the National Environmental Policy Act and its implementing regulations at 40 CFR part 1500, and in accordance with FAA Order 1050.1F. *Environmental Impacts: Policies and Procedures,* Paragraph 5–6.5a, which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points). Therefore, this action is not expected to cause any potentially significant environmental impacts. In accordance with FAAO 1050.1F, paragraph 5–2 regarding Extraordinary Circumstances, this action has been reviewed for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis, and it is determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.11B, Airspace Designations and Reporting Points, dated August 3, 2017, and effective September 15, 2017, is amended as follows:

Paragraph 2006 United States Area Navigation Routes.

* * * * *

Q–140 WOBED, WA to YODAA, NY [Amended]

WOBED, WA	WP	(Lat. 48°36′01.07″ N, long. 122°49′46.52″ W)
GETNG, WA	WP	(Lat. 48°25′30.57″ N, long. 119°31′38.98″ W)
CORDU, ID	FIX	(Lat. 48°10′46.41″ N, long. 116°40′21.84″ W)
PETIY, MT	WP	(Lat. 47°58′46.55″ N, long. 114°36′20.31″ W)
CHOTE, MT	FIX	(Lat. 47°39′56.68″ N, long. 112°09′38.13″ W)
LEWIT, MT	WP	(Lat. 47°23′00.21″ N, long. 110°08′44.78″ W)
SAYOR, MT	FIX	(Lat. 47°13′58.34″ N, long. 104°58′39.28″ W)
WILTN, ND	FIX	(Lat. 47°04′58.09″ N, long. 100°47′43.84″ W)
TTAIL, MN	WP	(Lat. 46°41′28.00″ N, long. 096°41′09.00″ W)
CESNA, WI	WP	(Lat. 45°52′14.00″ N, long. 092°10′59.00″ W)
WISCN, WI	WP	(Lat. 45°18′19.45″ N, long. 089°27′53.91″ W)
EEGEE, WI	WP	(Lat. 45°08′53.00″ N, long. 088°45′58.00″ W)
DAYYY, MI	WP	(Lat. 44°10′10.00″ N, long. 084°22′23.00″ W)
RUBKI, Canada	WP	(Lat. 44°14′54.82″ N, long. 082°16′07.65″ W)
PEPLA, Canada	WP	(Lat. 43°47′50.98″ N, long. 080°00′53.56″ W)
SIKBO, Canada	WP	(Lat. 43°39′13.00″ N, long. 079°20′57.00″ W)
MEDAV, Canada	WP	(Lat. 43°29′19.00″ N, long. 078°45′46.00″ W)
AHPAH, NY	WP	(Lat. 43°18′19.00″ N, long. 078°07′35.11″ W)
HANKK, NY	FIX	(Lat. 42°53′41.82″ N, long. 077°09′15.21″ W)
BEEPS, NY	FIX	(Lat. 42°49′13.26″ N, long. 076°59′04.84″ W)
EXTOL, NY	FIX	(Lat. 42°39′27.69″ N, long. 076°37′06.10″ W)
MEMMS, NY	FIX	(Lat. 42°30′59.71″ N, long. 076°18′15.43″ W)
KODEY, NY	FIX	(Lat. 42°16′47.53″ N, long. 075°47′04.00″ W)
ARKKK, NY	WP	(Lat. 42°03′48.52″ N, long. 075°19′00.41″ W)
RODYY, NY	WP	(Lat. 41°52′25.85″ N, long. 074°35′49.39″ W)
YODAA, NY	FIX	(Lat. 41°43′21.19″ N, long. 074°01′52.76″ W)

Excluding the airspace within Canada.

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Paragraph 2007 Canadian Area Navigation Routes.

* * * * *

Q–818 Flint, MI (FNT) to GAYEL, NY [Amended]

Flint, MI (FNT)	VORTAC	(Lat. 42°58′00.38″ N, long. 083°44′49.08″ W)
TANKO, Canada	WP	(Lat. 43°01′32.48″ N, long. 082°23′02.38″ W)
KITOK, Canada	WP	(Lat. 43°02′30.00″ N, long. 081°55′34.00″ W)
DERLO, Canada	WP	(Lat. 43°03′59.00″ N, long. 081°05′43.00″ W)
IKNAV, Canada	WP	(Lat. 42°57′43.00″ N, long. 078°58′04.00″ W)
WOZEE, NY	WP	(Lat. 42°56′01.65″ N, long. 078°44′19.64″ W)
KELIE, NY	FIX	(Lat. 42°39′37.32″ N, long. 077°44′41.05″ W)
VIEEW, NY	FIX	(Lat. 42°26′22.07″ N, long. 077°01′33.30″ W)
Binghampton, NY (CFB)	VORTAC	(Lat. 42°09′26.96″ N, long. 076°08′11.30″ W)
BUFFY, PA	FIX	(Lat. 41°56′27.98″ N, long. 075°36′45.35″ W)
STOMP, NY	WP	(Lat. 41°35′46.78″ N, long. 074°47′47.79″ W)
MSLIN, NY	FIX	(Lat. 41°29′30.82″ N, long. 074°33′14.28″ W)
GAYEL, NY	FIX	(Lat. 41°24′24.09″ N, long. 074°21′25.75″ W)

Excluding the airspace within Canada.

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Q–935 MONEE, MI to Boston, MA (BOS) [Amended]

MONEE, MI	FIX	(Lat. 43°14′25.80″ N, long. 084°27′50.95″ W)
HOCKE, MI	WP	(Lat. 43°15′43.38″ N, long. 082°42′38.27″ W)
OMRAK, Canada	WP	(Lat. 43°16′15.45″ N, long. 082°15′52.31″ W)
DERLO, Canada	WP	(Lat. 43°03′59.00″ N, long. 081°05′43.00″ W)
IKNAV, Canada	WP	(Lat. 42°57′43.00″ N, long. 078°58′04.00″ W)
WOZEE, NY	WP	(Lat. 42°56′01.65″ N, long. 078°44′19.64″ W)
HANKK, NY	FIX	(Lat. 42°53′41.82″ N, long. 077°09′15.21″ W)
JOSSY, NY	WP	(Lat. 42°53′29.93″ N, long. 077°02′36.80″ W)
AUDIL, NY	FIX	(Lat. 42°52′18.74″ N, long. 076°26′35.07″ W)
FABEN, NY	WP	(Lat. 42°51′12.04″ N, long. 075°57′07.91″ W)
PONCT, NY	WP	(Lat. 42°44′48.83″ N, long. 073°48′48.07″ W)
Gardner, MA (GDM)	VOR/DME	(Lat. 42°32′45.32″ N, long. 072°03′29.48″ W)
Boston, MA (BOS)	VOR/DME	(Lat. 42°21′26.82″ N, long. 070°59′22.37″ W)

Excluding the airspace within Canada.

* * * * *

Q–947 REVEN, Canada to DUVOK, Canada

REVEN, Canada	WP	(Lat. 45°33′09.74″ N, long. 070°42′01.90″ W)
TOPPS, ME	FIX	(Lat. 45°20′24.65″ N, long. 067°44′19.11″ W)
CUZWA, ME	WP	(Lat. 45°17′48.49″ N, long. 067°27′58.22″ W)
DUVOK, Canada	WP	(Lat. 44°55′37.33″ N, long. 065°17′11.66″ W)

Excluding the airspace within Canada.

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Issued in Washington, DC, on February 6, 2018.

Rodger A. Dean Jr.,

Manager, Airspace Policy Group.

[FR Doc. 2018–02808 Filed 2–12–18; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31177; Amdt. No. 3785]

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 13, 2018. 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 13, 2018.

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, 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 the National Flight Data Center at *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 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 removes 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