

Airway Segment		Changeover points	
From	To	Distance	From
Alaska V438 Is Amended To Add Changeover Point			
Homer, AK VOR/DME	Anchorage, AK VOR/DME	53	Homer
Alaska V440 Is Amended To Add Changeover Point			
Mc Grath, AK VORTAC	Anchorage, AK VOR/DME	95	Mc Grath
Is Amended to Delete Changeover Point			
Middleton Island, AK VOR/DME	Anchorage, AK VOR/DME	95	Middleton Island
Alaska V441 Is Amended To Modify Changeover Point			
Middleton Island, AK VOR/DME	Kenai, AK VOR/DME	85	Middleton Island
Alaska V508 Is Amended To Add Changeover Point			
Middleton Island, AK VOR/DME	Kenai, AK VOR/DME	85	Middleton Island
Kenai, AK VOR/DME	Sparrevohn, AK VOR/DME	67	Kenai
§ 95.8005 Jet Routes Changeover Points			
J125 Is Amended To Modify Changeover Point			
Kodiak, AK VOR/DME	Anchorage, AK VOR/DME	103	Kodiak

[FR Doc. 2012-1046 Filed 1-20-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 97**

[Docket No. 30822; Amdt. No. 3461]

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 January 23, 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 January 23, 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 an 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 6, 2012.

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:

§§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, and 97.35 [AMENDED]

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, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, Identified as follows:

* * * Effective Upon Publication

Airac Date	State	City	Airport	FDC No.	FDC Date	Subject
9-Feb-12	NC	Greensboro	Piedmont Triad Intl	1/0283	12/9/11	ILS OR LOC RWY 5L, ILS RWY 5L (CAT II), ILS RWY 5L (CAT III), Orig
9-Feb-12	NC	Greensboro	Piedmont Triad Intl	1/0286	12/9/11	ILS OR LOC RWY 23R, Orig
9-Feb-12	WI	Madison	Blackhawk Airfield	1/0691	12/6/11	VOR OR GPS A, Orig-D
9-Feb-12	SC	Andrews	Robert F. Swinnie	1/1866	12/22/11	NDB RWY 36, Orig
9-Feb-12	AR	Paragould	Kirk Field	1/2397	12/12/11	RNAV (GPS) RWY 22, Orig-A
9-Feb-12	AR	Clinton	Holley Mountain Airpark	1/2398	12/12/11	RNAV (GPS) RWY 5, Amdt 1A
9-Feb-12	AR	Clinton	Holley Mountain Airpark	1/2399	12/12/11	RNAV (GPS) RWY 23, Amdt 1
9-Feb-12	MI	Hancock	Houghton County Memorial	1/2403	12/22/11	RNAV (GPS) RWY 7, Orig
9-Feb-12	MI	Charlevoix	Charlevoix Muni	1/2404	12/22/11	RNAV (GPS) RWY 27, Orig
9-Feb-12	WI	Superior	Richard I Bong	1/2405	12/12/11	GPS RWY 31, Orig
9-Feb-12	WI	Chetek	Chetek Muni-Southworth	1/2407	12/12/11	RNAV (GPS) RWY 17, Orig-A
9-Feb-12	WI	Necedah	Necedah	1/2408	12/12/11	RNAV (GPS) RWY 36, Orig-A
9-Feb-12	WI	Phillips	Price County	1/3689	12/15/11	RNAV (GPS) RWY 19, Orig
9-Feb-12	ME	Pittsfield	Pittsfield Muni	1/4275	12/9/11	Takeoff Minimums and Obstacle DP, Amdt 2
9-Feb-12	PA	Philadelphia	Philadelphia Intl	1/4576	12/22/11	ILS OR LOC/DME RWY 27R, ILS RWY 27R (CAT II), Amdt 10C
9-Feb-12	NC	Greensboro	Piedmont Triad Intl	1/4677	1/3/12	ILS OR LOC RWY 5R, ILS RWY 5R (CAT II), Amdt 7
9-Feb-12	FL	Jacksonville	Jacksonville Intl	1/5077	1/3/12	ILS OR LOC RWY 14, Amdt 7
9-Feb-12	AL	Mobile	Mobile Downtown	1/6072	12/9/11	VOR RWY 14, Amdt 8
9-Feb-12	AL	Mobile	Mobile Downtown	1/6074	12/9/11	RNAV (GPS) RWY 14, Amdt 1
9-Feb-12	MO	Farmington	Farmington Rgnl	1/6136	12/9/11	NDB RWY 2, Amdt 2B
9-Feb-12	MO	Farmington	Farmington Rgnl	1/6138	12/9/11	RNAV (GPS) RWY 2, Orig
9-Feb-12	MO	Farmington	Farmington Rgnl	1/6139	12/9/11	NDB RWY 20, Amdt 3
9-Feb-12	MO	Farmington	Farmington Rgnl	1/6140	12/9/11	RNAV (GPS) RWY 20, Orig
9-Feb-12	WY	Newcastle	Mondell Field	1/7741	11/28/11	VOR OR GPS RWY 31, Amdt 3

Airac Date	State	City	Airport	FDC No.	FDC Date	Subject
9-Feb-12	MO	Marshall	Marshall Memorial Muni	1/8313	12/9/11	Takeoff Minimums and Obstacle DP, Orig
9-Feb-12	LA	Slidell	Slidell	1/8760	12/9/11	RNAV (GPS) RWY 18, Orig
9-Feb-12	LA	Slidell	Slidell	1/8761	12/9/11	VOR/DME RWY 18, Amdt 4
9-Feb-12	LA	Slidell	Slidell	1/8762	12/9/11	RNAV (GPS) RWY 36, Orig-A
9-Feb-12	GA	Atlanta	Fulton County Airport—Brown Field.	1/9823	12/9/11	ILS RWY 8, Amdt 16

[FR Doc. 2012–803 Filed 1–20–12; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30821; Amdt. No. 3460]

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 January 23, 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 January 23, 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