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. 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 December 25, 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 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:

   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**

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<th>AIRAC date</th>
<th>State</th>
<th>City</th>
<th>Airport</th>
<th>FDC No.</th>
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<td>14-Jan–10</td>
<td>TX</td>
<td>Longview</td>
<td>East Texas Rngl</td>
<td>9/5041</td>
<td>12/16/09</td>
<td>VOR/DME or TACAN Rwy 31, Amdt 7.</td>
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<tr>
<td>11-Feb–10</td>
<td>WA</td>
<td>Seattle</td>
<td>Seattle-Tacoma Int</td>
<td>9/5533</td>
<td>12/18/09</td>
<td>ILS or LOC Rwy 16R, Orig-B; ILS Rwy 16R (Cat II), Orig-B; ILS Rwy 16R (Cat III), Orig-B.</td>
</tr>
</tbody>
</table>
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 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 ODPs, and/or Obstacle Departure Procedures (ODPs) in the following:

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 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 December 25, 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 11 FEB 2010
Bethel, AK, Bethel LOC/DME BC RWY 1L, Amdt 6, CANCELLED
Clarks Point, AK, Clarks Point, RNAV (GPS) RWY 18, Orig
Clarks Point, AK, Clarks Point, RNAV (GPS) RWY 36, Orig
Clarks Point, AK, Clarks Point, Takeoff Minimums and Obstacle DP, Orig
Elim, AK, Elim, RNAV (GPS) RWY 1, Orig
Elim, AK, Elim, RNAV (GPS) RWY 19, Orig
Unalaska, AK, Unalaska, Takeoff Minimums and Obstacle DP, Amdt 4
El Dorado, AR, South Arkansas Rgnl at Goodwin Field, ILS OR LOC RWY 22, Amdt 2
Auburn, CA, Auburn Muni, GPS RWY 7, Orig-A, CANCELLED
Auburn, CA, Auburn Muni, RNAV (GPS) RWY 7, Orig
Lancaster, CA, General WM J. Fox Airfield, RNAV (GPS) RWY 24, Orig
Marina, CA, Marina Muni, RNAV (GPS) RWY 11, Amdt 1
Marina, CA, Marina Muni, RNAV (GPS) RWY 29, Amdt 1
Marina, CA, Marina Muni, Takeoff Minimums and Obstacle DP, Amdt 2
Marina, CA, Marina Muni, VOR RWY 11, Amdt 1
Marina, CA, Marina Muni, VOR/DME RWY 29, Amdt 1
New Haven, CT, Tweed-New Haven, Takeoff Minimums and Obstacle DP, Amdt 5
Dunnellon, FL, Dunnellon/Marion Co and Park of Commerce, Takeoff Minimums and Obstacle DP, Orig
Bainbridge, GA, Decatur Co Industrial Air Park, LOC/NDB RWY 27, Orig, CANCELLED
Bainbridge, GA, Decatur Co Industrial Air Park, RNAV (GPS) RWY 9, Amdt 1
Bainbridge, GA, Decatur Co Industrial Air Park, RNAV (GPS) RWY 27, Amdt 1
Greenboro, GA, Green County Rgnl, LOC RWY 25, Amdt 3
Greenboro, GA, Green County Rgnl, RNAV (GPS) RWY 7, Amdt 1
Greenboro, GA, Green County Rgnl, RNAV (GPS) RWY 25, Amdt 1
Greenboro, GA, Green County Rgnl, VOR/DME–B, Amdt 2
Hilo, HI, Hilo Inti, PARIS FOUR Graphic Obstacle DP
Clarinda, IA, Schenck Field, GPS RWY 2, Orig-A, CANCELLED
Clarinda, IA, Schenck Field, GPS RWY 20, Orig-B, CANCELLED
Clarinda, IA, Schenck Field, RNAV (GPS) RWY 2, Orig
Clarinda, IA, Schenck Field, RNAV (GPS) RWY 20, Orig
Eagle Grove, IA, Eagle Grove Muni, NDB RWY 13, Amdt 2
Eagle Grove, IA, Eagle Grove Muni, RNAV (GPS) RWY 13, Orig
Eagle Grove, IA, Eagle Grove Muni, RNAV (GPS) RWY 31, Amdt 1
Eagle Grove, IA, Eagle Grove Muni, Takeoff Minimums and Obstacle DP, Amdt 3
Eagle Grove, IA, Eagle Grove Muni, VOR/DME–A, Amdt 2
Webster City, IA, Webster City Muni, GPS RWY 32, Orig, CANCELLED
Webster City, IA, Webster City Muni, RNAV (GPS) RWY 32, Orig
Webster City, IA, Webster City Muni, Takeoff Minimums and Obstacle DP, Orig
Topeka, KS, Philip Billiard Muni, ILS OR LOC RWY 13, Amdt 33
Millinocket, ME, Millinocket Muni, Takeoff Minimums and Obstacle DP, Amdt 3
Granite Falls, MN, Granite Falls Muni/Lenzen-Roe Memorial Fld, GPS RWY 33, Orig-B, CANCELLED
Granite Falls, MN, Granite Falls Muni/Lenzen-Roe Memorial Fld, RNAV (GPS) RWY 33, Orig
Charlotte, NC, Charlotte/Douglas Intl, ILS OR LOC RWY 36R, ILS RWY 36R (CAT III), Amdt 11
Charlotte, NC, Charlotte/Douglas Intl, RNAV (GPS) Y RWY 5, Amdt 3
Charlotte, NC, Charlotte/Douglas Intl, RNAV (GPS) Y RWY 18L, Amdt 3
Charlotte, NC, Charlotte/Douglas Intl, RNAV (GPS) Y RWY 18R, Orig
Charlotte, NC, Charlotte/Douglas Intl, RNAV (GPS) Y RWY 18C, Orig
Charlotte, NC, Charlotte/Douglas Intl, RNAV (GPS) Z RWY 5, Orig
Charlotte, NC, Charlotte/Douglas Intl, RNAV (GPS) Z RWY 18C, Orig
Charlotte, NC, Charlotte/Douglas Intl, RNAV (GPS) Z RWY 28, Amdt 1
Charlotte, NC, Charlotte/Douglas Intl, RNAV (GPS) Z RWY 36L, Amdt 3
Charlotte, NC, Charlotte/Douglas Intl, RNAV (GPS) Z RWY 36R, Orig
Charlotte, NC, Charlotte/Douglas Intl, RNAV (GPS) Z RWY 36C, Amdt 3
Charlotte, NC, Charlotte/Douglas Intl, RNAV (GPS) Z RWY 36C, Amdt 3
Charlotte, NC, Charlotte/Douglas Intl, RNAV (GPS) Z RWY 18C, Orig
Charlotte, NC, Charlotte/Douglas Intl, RNAV (GPS) Z RWY 18C, Orig
Charlotte, NC, Charlotte/Douglas Intl, RNAV (GPS) Z RWY 28, Orig
Charlotte, NC, Charlotte/Douglas Intl, RNAV (GPS) Z RWY 36L, Orig
Charlotte, NC, Charlotte/Douglas Intl, RNAV (GPS) Z RWY 36R, Orig
Charlotte, NC, Charlotte/Douglas Intl, RNAV (GPS) Z RWY 36C, Amdt 3
Greensboro, GA, Green County Rgnl, RNAV (GPS) RWY 9, Amdt 1
Greensboro, GA, Green County Rgnl, RNAV (GPS) RWY 28, Amdt 1
Greensboro, GA, Green County Rgnl, RNAV (GPS) RWY 7, Amdt 1
Walterboro, SC, Lowcountry Rgnl, RNAV (GPS) RWY 28, Amdt 2
Walterboro, SC, Lowcountry Rgnl, RNAV (GPS) RWY 10, Amdt 1
Walterboro, SC, Lowcountry Rgnl, RNAV (GPS) RWY 28, Orig-B, CANCELLED
Walterboro, SC, Lowcountry Rgnl, RNAV (GPS) RWY 30, Orig-A, CANCELLED
Walterboro, SC, Lowcountry Rgnl, RNAV (GPS) RWY 10, Amdt 2
Walterboro, SC, Lowcountry Rgnl, RNAV (GPS) RWY 28, Amdt 2
Walterboro, SC, Lowcountry Rgnl, RNAV (GPS) RWY 7, Amdt 2
Rock Hill, SC, Rock Hill/York Co/Bryan Field, Takeoff Minimums and Obstacle DP, Amdt 1
Walterboro, SC, Lowcountry Rgnl, RNAV (GPS) RWY 5, Orig-B, CANCELLED
Walterboro, SC, Lowcountry Rgnl, RNAV (GPS) RWY 17, Orig-A, CANCELLED
Walterboro, SC, Lowcountry Rgnl, RNAV (GPS) RWY 35, Orig-A, CANCELLED
Walterboro, SC, Lowcountry Rgnl, ILS OR LOC/DME RWY 23, Orig
Walterboro, SC, Lowcountry Rgnl, NDB RWY 23, Amdt 12
Walterboro, SC, Lowcountry Rgnl, RNAV (GPS) RWY 5, Orig
Walterboro, SC, Lowcountry Rgnl, RNAV (GPS) RWY 17, Orig
Walterboro, SC, Lowcountry Rgnl, RNAV (GPS) RWY 25, Orig
Walterboro, SC, Lowcountry Rgnl, RNAV (GPS) RWY 33, Orig-A, CANCELLED
Walterboro, SC, Lowcountry Rgnl, RNAV (GPS) RWY 7, Orig-A, CANCELLED
Walterboro, SC, Lowcountry Rgnl, RNAV (GPS) RWY 25, Orig
Walterboro, SC, Lowcountry Rgnl, RNAV (GPS) RWY 35, Orig
Graford, TX, Possum Kingdom, NDB OR GPS–B, Amdt 1, CANCELLED
Graford, TX, Possum Kingdom, RNAV (GPS) RWY 2, Orig
Graford, TX, Possum Kingdom, RNAV (GPS) RWY 20, Orig
Graford, TX, Possum Kingdom, Takeoff Minimums and Obstacle DP, Orig
Houston, TX, Sugar Land Rgnl, NDB RWY 17, Orig, CANCELLED
Salt Lake City, UT, Salt Lake City Intl, Takeoff Minimums and Obstacle DP, Amdt 11
Martinsville, VA, Blue Ridge, Takeoff Minimums and Obstacle DP, Amdt 3
Riverton, WY, Riverton Rgnl, RNAV (GPS) RWY 28, Orig-A, CANCELLED
Riverton, WY, Riverton Rgnl, ILS OR LOC RWY 28, Amdt 2
Riverton, WY, Riverton Rgnl, RNAV (GPS) RWY 10, Amdt 1
Riverton, WY, Riverton Rgnl, RNAV (GPS) RWY 28, Orig
Riverton, WY, Riverton Rgnl, Takeoff Minimums and Obstacle DP, Amdt 1
Riverton, WY, Riverton Rgnl, VOR RWY 10, Amdt 9
Riverton, WY, Riverton Rgnl, VOR RWY 28, Amdt 9
Wangell AK, Wrangell, VOR/DME–B, Amdt 1, CANCELLED

[FR Doc. E9–31309 Filed 1–6–10; 8:45 am]
BILLING CODE 4910–13–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 271


Oregon: Final Authorization of State Hazardous Waste Management Program Revision

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: Oregon has applied to EPA for final authorization of certain changes to its hazardous waste management program under the Resource Conservation and Recovery Act, as amended (RCRA). On November 18, 2009, EPA published a proposed rule to authorize the changes and opened a public comment period under Docket ID No. EPA–R10–RCRA–2009–0766. The comment period closed on December 18, 2009. EPA has decided that the revisions to the Oregon hazardous waste management program satisfy all of the requirements necessary to qualify for final authorization and EPA is authorizing these revisions to Oregon’s