

(Lat. 32°30'59" N., long. 84°56'20" W.)

That airspace extending upward from the surface to and including 2,900 feet MSL within a 4.4-mile radius of the Columbus Metropolitan Airport; and that airspace within 1 mile each side of the 234° bearing from the airport extending from the 4.4-mile radius to 5 miles south of the airport. This Class D airspace is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

*Paragraph 6002 Class E Airspace Designated as Surface Areas.*

\* \* \* \* \*

**ASO GA E2 Columbus Metropolitan Airport, GA [Amended]**

Columbus Metropolitan Airport  
(Lat. 32°30'59" N., long. 84°56'20" W.)

Within a 4.4-mile radius of Columbus Metropolitan Airport; and that airspace within 1 mile each side of the 234° bearing from the airport, extending from the 4.4-mile radius to 5 miles south of the airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

*Paragraph 6005 Class E Airspace Areas Extending Upward from 700 feet or More Above the Surface of the Earth.*

\* \* \* \* \*

**ASO GA E5 Columbus, GA [Amended]**

Columbus Metropolitan Airport, GA  
(Lat. 32°30'59" N., long. 84°56'20" W.)  
Lawson AAF, GA  
(Lat. 32°19'54" N., long. 84°59'14" W.)  
Lawson VOR/DME  
(Lat. 32°19'57" N., long. 84°59'36" W.)  
Lawson LOC  
(Lat. 32°20'43" N., long. 84°59'55" W.)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Columbus Metropolitan Airport; and within 1 mile each side of the 234° bearing from the airport extending from the 6.8-mile radius to 7.3-miles south of the airport; and within a 7.6-mile radius of Lawson AAF; and within 2.5 miles each side of Lawson VOR/DME 340° radial extending from the 7.6-mile radius to 15 miles north of the VOR/DME; and within 4 miles each side of the Lawson LOC 145° course extending from the 7.6-mile radius to 10.6 miles southeast of Lawson AAF.

Issued in Washington, DC, on October 6, 2010.

**Edith V. Parish,**

*Manager, Airspace and Rules Group.*

[FR Doc. 2010-26094 Filed 10-15-10; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**14 CFR Part 97**

[Docket No. 30748; Amdt. No. 3395]

**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 October 18, 2010. 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 October 18, 2010.

**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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

*Availability—*All SIAPs are available online free of charge. Visit <http://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 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 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 October 1, 2010.

**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, 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 RA DAR 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
18–Nov–10 .....	CQ	SAIPAN ISLAND .....	FRANCISCO C. ADA/ SAIPAN INTL.	0/1358	9/29/10	ILS OR LOC/DME RWY 7, AMDT 5B.
18–Nov–10 .....	CQ	SAIPAN ISLAND .....	FRANCISCO C. ADA/ SAIPAN INTL.	0/1359	9/29/10	NDB/DME RWY 25, AMDT 2A
18–Nov–10 .....	CQ	SAIPAN ISLAND .....	FRANCISCO C. ADA/ SAIPAN INTL.	0/1360	9/29/10	NDB/DME RWY 7, AMDT 3A.
18–Nov–10 .....	OK	POTEAU .....	ROBERT S KERR .....	0/3020	9/29/10	RNAV (GPS) RWY 18, ORIG.
18–Nov–10 .....	OK	POTEAU .....	ROBERT S KERR .....	0/3021	9/29/10	RNAV (GPS) RWY 36, ORIG.
18–Nov–10 .....	AR	RUSSELLVILLE .....	RUSSELLVILLE RGNL	0/3037	9/29/10	NDB A, AMDT 4B.
18–Nov–10 .....	OH	JACKSON .....	JAMES A RHODES .....	0/3038	9/29/10	RNAV (GPS) RWY 19, AMDT 1A.
18–Nov–10 .....	OH	JACKSON .....	JAMES A RHODES .....	0/3039	9/29/10	RNAV (GPS) RWY 1, AMDT 1A.
18–Nov–10 .....	WI	EAU CLAIRE .....	CHIPPEWA VALLEY RGNL.	0/3353	9/29/10	RNAV (GPS) RWY 22, ORIG.
18–Nov–10 .....	TX	COLEMAN .....	COLEMAN MUNI .....	0/3457	9/29/10	GPS RWY 15, ORIG.
18–Nov–10 .....	TX	CALDWELL .....	CALDWELL MUNI .....	0/3577	9/29/10	VOR/DME OR GPS A, AMDT 2B.
18–Nov–10 .....	AR	MC GEHEE .....	MC GEHEE MUNI .....	0/3578	9/29/10	VOR/DME OR GPS A, AMDT 2A.
18–Nov–10 .....	IA	MASON CITY .....	MASON CITY MUNI .....	0/3700	9/29/10	VOR/DME RWY 18, AMDT 4B.
18–Nov–10 .....	VA	WAKEFIELD .....	WAKEFIELD MUNI .....	0/4187	9/29/10	NDB RWY 20, AMDT 4C.
18–Nov–10 .....	NJ	ATLANTIC CITY .....	ATLANTIC CITY INTL	0/4595	9/29/10	RADAR–1, AMDT 15.
18–Nov–10 .....	MN	LITCHFIELD .....	LITCHFIELD MUNI .....	0/6889	9/29/10	VOR/DME RWY 13, ORIG–A.
18–Nov–10 .....	VA	NORFOLK .....	NORFOLK INTL .....	0/8197	9/29/10	RNAV (GPS) RWY 32, ORIG–A.
18–Nov–10 .....	VA	NORFOLK .....	NORFOLK INTL .....	0/8198	9/29/10	VOR/DME RWY 5, AMDT 4C.
18–Nov–10 .....	VA	NORFOLK .....	NORFOLK INTL .....	0/8199	9/29/10	ILS RWY 23, AMDT 6E.
18–Nov–10 .....	VA	NORFOLK .....	NORFOLK INTL .....	0/8204	9/29/10	ILS OR LOC RWY 5, AMDT 24F.
18–Nov–10 .....	VA	NORFOLK .....	NORFOLK INTL .....	0/8205	9/29/10	VOR RWY 23, AMDT 8C.
18–Nov–10 .....	VA	NORFOLK .....	NORFOLK INTL .....	0/8206	9/29/10	RNAV (GPS) RWY 23, ORIG–B.
18–Nov–10 .....	VA	NORFOLK .....	NORFOLK INTL .....	0/8207	9/29/10	RNAV (GPS) RWY 14, ORIG–A.
18–Nov–10 .....	VA	NORFOLK .....	NORFOLK INTL .....	0/8208	9/29/10	VOR/DME RWY 32, AMDT 4D.
18–Nov–10 .....	VA	NORFOLK .....	NORFOLK INTL .....	0/8212	9/29/10	VOR/DME RWY 14, AMDT 2D.
18–Nov–10 .....	AL	TALLADEGA .....	TALLADEGA MUNIC- IPAL.	0/8343	9/29/10	RNAV (GPS) RWY 3, ORIG.
18–Nov–10 .....	CA	NAPA .....	NAPA COUNTY .....	0/8360	9/29/10	VOR RWY 6, AMDT 12A.