

process, including a final financial review and management compensation.

In an interim rule published in the **Federal Register** on July 23, 2010, and effective on July 24, 2010 (75 FR 43040, Doc. No. AMS-FV-10-0054, FV10-924-2 IR), §§ 924.160 and 924.236 were suspended.

#### Final Regulatory Flexibility Analysis

Pursuant to requirements set forth in the Regulatory Flexibility Act (RFA) (5 U.S.C. 601-612), the Agricultural Marketing Service (AMS) has considered the economic impact of this action on small entities. Accordingly, AMS has prepared this final regulatory flexibility analysis.

The purpose of the RFA is to fit regulatory actions to the scale of business subject to such actions in order that small businesses will not be unduly or disproportionately burdened. Marketing orders issued pursuant to the Act, and the rules issued thereunder, are unique in that they are brought about through group action of essentially small entities acting on their own behalf.

There are six handlers of Washington-Oregon fresh prunes subject to regulation under the order and approximately 56 fresh prune producers in the regulated area. Small agricultural service firms are defined by the Small Business Administration (SBA) (13 CFR 121.201) as those having annual receipts of less than \$7,000,000, and small agricultural producers are defined as those having annual receipts of less than \$750,000.

Based on information compiled by both the Committee and the National Agricultural Statistics Service, the average producer price for fresh prunes in 2009 was approximately \$385 per ton. With 4,260 tons of fresh prunes shipped from the Washington and Oregon production areas in 2009, this equates to average producer revenue of about \$30,000. In addition, AMS Market News Service reported that 2009 f.o.b. prices ranged from \$12.00 to \$18.00 per 30-pound container, thus the entire Washington-Oregon fresh prune industry handled less than \$7,000,000 worth of prunes last season. In view of the foregoing, the majority of Washington-Oregon fresh prune producers and handlers may be classified as small entities.

The Committee made the recommendation to suspend the reporting and assessment requirements as an adjunct to the recommendation to terminate the order. As such, the only other alternative would have been to continue to assess handlers and to require reports, options not seriously

considered since additional funds are not required.

This action continues in effect the action that suspended the reporting and assessment obligations imposed on handlers. During any period when effective, assessments are applied uniformly on all handlers and some of the costs may be passed on to producers. This suspension of the reporting and assessment requirements reduces the burden on handlers and should also reduce the burden on producers.

This rule will not impose any additional reporting or recordkeeping requirements on either small or large prune handlers. As with all Federal marketing order programs, reports and forms are periodically reviewed to reduce information requirements and duplication by industry and public sector agencies. In addition, USDA has not identified any relevant Federal rules that duplicate, overlap or conflict with this rule.

The Committee's meeting was widely publicized throughout the Washington-Oregon fresh prune industry and all interested persons were invited to attend the meeting and participate in Committee deliberations. Like all Committee meetings, the June 1, 2010, meeting was a public meeting and all entities, both large and small, were able to express their views on this issue.

Comments on the interim rule were required to be received on or before September 21, 2010. No comments were received. Therefore, for the reasons given in the interim rule, we are adopting the interim rule as a final rule, without change.

To view the interim rule, go to: <http://www.regulations.gov/search/Regs/home.html#documentDetail?R=0900006480b1fd84>.

This action also affirms information contained in the interim rule concerning Executive Orders 12866 and 12988, the Paperwork Reduction Act (44 U.S.C. chapter 35), and the E-Gov Act (44 U.S.C. 101).

After consideration of all relevant material presented, it is found that finalizing the interim rule, without change, as published in the **Federal Register** (75 FR 43039, July 23, 2010) will tend to effectuate the declared policy of the Act.

#### List of Subjects in 7 CFR Part 924

Prunes, Marketing agreements, Reporting and recordkeeping requirements.

#### PART 924—FRESH PRUNES GROWN IN DESIGNATED COUNTIES IN WASHINGTON AND IN UMATILLA COUNTY, OREGON

■ Accordingly, the interim rule that amended 7 CFR part 924 and was published at 75 FR 43039 on July 23, 2010, is adopted as a final rule, without change.

Dated: October 21, 2010.

David R. Shipman,

Acting Administrator, Agricultural Marketing Service.

[FR Doc. 2010-27196 Filed 10-26-10; 8:45 am]

BILLING CODE 3410-02-P

#### DEPARTMENT OF TRANSPORTATION

##### 14 CFR Part 97

[Docket No. 30750; Amdt. No. 3397]

#### 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 27, 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 27, 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 [nfdc.faa.gov](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 15, 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, 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
18–Nov–10 ...	AK	Kotzebue .....	Ralph Wien Memorial .....	0/0475	10/5/10	RNAV (GPS) Rwy 9, Amdt 2.
18–Nov–10 ...	WI	Prairie Du Chien ....	Prairie Du Chien Muni .....	0/1058	10/5/10	Takeoff Minimums and Obstacle Dp, Amdt 3.
18–Nov–10 ...	VA	Manassas .....	Manassas Rgnl/Harry P. Davis Field.	0/3905	10/5/10	ILS or LOC Rwy 16L, Amdt 4D.
18–Nov–10 ...	RI	North Kingstown ....	Quonset State .....	0/5262	10/5/10	VOR A, Amdt 5.
18–Nov–10 ...	AL	Bay Minette .....	Minette Muni .....	0/6129	10/5/10	RNAV (GPS) Rwy 26, Orig-A.
18–Nov–10 ...	AL	Bay Minette .....	Minette Muni .....	0/6131	10/5/10	RNAV (GPS) Rwy 8, Orig.

AIRAC date	State	City	Airport	FDC No.	FDC date	Subject
18-Nov-10 ...	AL	Huntsville .....	Madison County Executive/ Tom Sharp Jr Fld.	0/6169	10/5/10	VOR/DME B, Amdt 6A.
18-Nov-10 ...	AL	Huntsville .....	Madison County Executive/ Tom Sharp Jr Fld.	0/6175	10/5/10	ILS or LOC/DME Rwy 18, Orig.
18-Nov-10 ...	AL	Huntsville .....	Madison County Executvie/ Tom Sharp Jr Fld.	0/6184	10/5/10	RNAV (GPS) Rwy 18, Amdt 1.
18-Nov-10 ...	TN	Smyrna .....	Smyrna .....	0/6782	10/5/10	NDB Rwy 32, Amdt 9.
18-Nov-10 ...	TN	Smyrna .....	Smyrna .....	0/6785	10/5/10	RNAV (GPS) Rwy 14, Orig.
18-Nov-10 ...	TN	Smyrna .....	Smyrna .....	0/6786	10/5/10	RNAV (GPS) Rwy 32, Orig.
18-Nov-10 ...	TN	Smyrna .....	Smyrna .....	0/6787	10/5/10	VOR/DME Rwy 14, Amdt 7.
18-Nov-10 ...	TN	Smyrna .....	Smyrna .....	0/6788	10/5/10	VOR/DME Rwy 32, Amdt 13.
18-Nov-10 ...	OH	Painesville .....	Concord Airpark .....	0/6793	10/5/10	VOR or GPS A, Orig-A.
18-Nov-10 ...	CA	Monterey .....	Monterey Peninsula .....	0/6914	10/5/10	ILS or LOC Rwy 10R, Amdt 27A.
18-Nov-10 ...	SC	Summerville .....	Summerville .....	0/7008	10/5/10	RNAV (GPS) Rwy 24, Orig-A.
18-Nov-10 ...	SC	Summerville .....	Summerville .....	0/7009	10/5/10	NDB Rwy 6, Amdt 1.
18-Nov-10 ...	SC	Summerville .....	Summerville .....	0/7010	10/5/10	RNAV (GPS) Rwy 6, Orig.
18-Nov-10 ...	ID	Idaho Falls .....	Idaho Falls Rgnl .....	0/7136	10/5/10	RNAV (RNP) Z Rwy 20, Orig.
18-Nov-10 ...	NY	White Plains .....	Westchester County .....	0/7137	10/5/10	VOR/DME A, Amdt 4.
18-Nov-10 ...	MS	Indianola .....	Indianola Muni .....	0/7258	10/5/10	NDB Rwy 35, Amdt 5.
18-Nov-10 ...	MS	Indianola .....	Indianola Muni .....	0/7261	10/5/10	NDB Rwy 17, Amdt 5.
18-Nov-10 ...	WI	Madison .....	Dane County Rgnl-Truax Field.	0/7436	10/5/10	RADAR-1, Amdt 17A.
18-Nov-10 ...	FL	Orlando .....	Kissimmee Gateway .....	0/7453	10/5/10	VOR/DME or GPS A, Orig-B.
18-Nov-10 ...	MN	International Falls ..	Falls Intl .....	0/7456	10/5/10	ILS or LOC/DME Rwy 13, Amdt 1A.
18-Nov-10 ...	MS	Grenada .....	Grenada Muni .....	0/7465	10/5/10	RNAV (GPS) Rwy 31, Orig.
18-Nov-10 ...	MS	Meridian .....	Key Field .....	0/7466	10/5/10	RNAV (GPS) Rwy 19, Orig.
18-Nov-10 ...	TN	Springfield .....	Springfield Robertson County	0/7467	10/5/10	RNAV (GPS) Rwy 22, Orig.
18-Nov-10 ...	PA	Lancaster .....	Lancaster .....	0/7468	10/5/10	RNAV (GPS) Rwy 31, Orig.
18-Nov-10 ...	PA	Lancaster .....	Lancaster .....	0/7470	10/5/10	VOR/DME Rwy 31, Amdt 4.
18-Nov-10 ...	RI	Providence .....	Theodore Francis Green State.	0/7473	10/5/10	VOR Rwy 34, Amdt 4D.
18-Nov-10 ...	FL	Hollywood .....	North Perry .....	0/7474	10/5/10	GPS Rwy 9R, Orig-A.
18-Nov-10 ...	VA	Clarksville .....	Lake Country Regional .....	0/7483	10/5/10	GPS Rwy 4, Orig-A.
18-Nov-10 ...	NY	Dunkirk .....	Chautauqua Cnty/Dunkirk .....	0/7488	10/5/10	GPS Rwy 24, Orig.
18-Nov-10 ...	SC	Pageland .....	Pageland .....	0/7494	10/5/10	GPS Rwy 23, Orig-A.
18-Nov-10 ...	NY	Buffalo .....	Buffalo Niagara Intl .....	0/7499	10/5/10	RNAV (GPS) Rwy 5, Amdt 1.
18-Nov-10 ...	TX	Longview .....	East Texas Rgnl .....	0/7564	10/5/10	ILS or LOC Rwy 13, Amdt 13.
18-Nov-10 ...	OH	Caldwell .....	Noble County .....	0/7836	10/5/10	VOR or GPS A, Amdt 1.
18-Nov-10 ...	CA	Hawthorne .....	Jack Northrop Field/Haw- thorne Muni.	0/9210	10/5/10	LOC Rwy 25, Amdt 11.

[FR Doc. 2010-26948 Filed 10-26-10; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 30749; Amdt. No. 3396]

**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 October 27, 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 27, 2010.

**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](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