DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 97

[Doct No. 30797; Amdt. No. 3438]

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 August 22, 2011. 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 August 22, 2011.

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

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/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 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 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 August 5, 2011.

**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 22 SEP 2011**

   Warren, AR, Warren Muni, Takeoff Minimums & Obstacle DP, Orig
   Ottumwa, IA, Ottumwa Rgnl, ILS OR LOC RWY 31, Amdt 3B
   Ottumwa, IA, Ottumwa Rgnl, RNAV (GPS) RWY 22, Orig-A, CANCELLED
   Ogdensburg, NY, Riceville Muni, Takeoff Minimums & Obstacle DP, Orig-A
   Red Oak, IA, Red Oak Muni, Takeoff Minimums & Obstacle DP, Orig
   Storm Lake, IA, Storm Lake Muni, Takeoff Minimums & Obstacle DP, Orig
   Dwight, IL, Dwight, Takeoff Minimums & Obstacle DP, Orig
   Pinckneyville, IL, Pinckneyville-Du Quoin, Takeoff Minimums & Obstacle DP, Orig
   Elkhart, IN, Elkhart Muni, Takeoff Minimums and Obstacle DP, Orig
   Detroit, MI, Coleman A, Young Muni, ILS OR LOC RWY 15, Amdt 10
   Slayton, MN, Slayton Muni, Takeoff Minimums & Obstacle DP, Orig
   Florence, SC, Florence Rgnl, RNAV (GPS) RWY 9, Orig-A
   Spearfish, SD, Black Hills-Clydes Ice Field, RNAV (GPS) RWY 13, Amdt 1
   Spearfish, SD, Black Hills-Clydes Ice Field, RNAV (GPS) RWY 31, Orig-A
   Castrovile, TX, Castrovile Muni, Takeoff Minimums and Obstacle DP, Orig
   Cleveland, TX, Cleveland Muni, Takeoff Minimums and Obstacle DP, Amdt 1
   Corsicana, TX, C David Campbell Fld-Corsicana Muni, Takeoff Minimums and Obstacle DP, Orig
   Sherman, TX, Sherman Muni, Takeoff Minimums and Obstacle DP, Orig
   Necedah, WI, Necedah, Takeoff Minimums and Obstacle DP, Orig

   **Effective 20 OCT 2011**

   El Dorado, AR, South Arkansas Rgnl at Goodwin Field, Takeoff Minimums and Obstacle DP, Amdt 2
   Fort Pierce, FL, St Lucie County Intl, NDB–A, Orig-C
   Lawrenceville, GA, Gwinnett County-Briscoe Field, Takeoff Minimums and Obstacle DP, Amdt 6
   Livingston, MT, Mission Field, GPS RWY 22, Orig-B, CANCELLED
   Livingston, MT, Mission Field, RNAV (GPS) RWY 22, Orig
   Loulsburg, NC, Triangle North Executive, ILS OR LOC RWY 5, Amdt 4

   **Loulsburg, NC, Triangle North Executive, RNAV (GPS) RWY 5, Amdt 1**

   **Loulsburg, NC, Triangle North Executive, RNAV (GPS) RWY 23, Amdt 1**

   **Loulsburg, NC, Triangle North Executive, Takeoff Minimums and Obstacle DP, Orig**

   **Loulsburg, NC, Triangle North Executive, VOR/DME–A, Amdt 2B**

   **Red Hook, NY, Sky Park, Takeoff Minimums and Obstacle DP, Orig, CANCELLED**

   **Red Hook, NY, Sky Park, VOR OR GPS RWY 1, Amdt 5, CANCELLED**

   **Gallipolis, OH, Gallia-Meigs Rgnl, VOR OR GPS–B, Amdt 1, CANCELLED**

   **Lebanon, OH, Lebanon-Warren County, Takeoff Minimums and Obstacle DP, Orig**

   **Piqua, OH, Piqua Airport-Hartzell Field, Takeoff Minimums and Obstacle DP, Orig**

   **Holdenville, OK, Holdenville Muni, Takeoff Minimums and Obstacle DP, Orig**

   **Providence, RI, Theodore Francis Green State, ILS OR LOC RWY 23, Amdt 6**

   **Sylacauga, AL, Sylacauga Muni, Takeoff Minimums and Obstacle DP, Orig**

   **Brownwood, TX, Brownwood Rgnl, Takeoff Minimums and Obstacle DP, Orig**

   **Cleveland, TX, Cleveland Muni, RNAV (GPS) RWY 16, Orig**

   **Dallas, TX, Dallas Love Field, RNAV (GPS) RWY 31R, Amdt 1**

   **Dallas, TX, Dallas Love Field, RNAV (GPS) Z RWY 13L, Amdt 1**

   **Gilmer, TX, Fox Stephens Field-Gilmer Muni, Takeoff Minimums and Obstacle DP, Orig**

   **Gruver, TX, Gruver Muni, Takeoff Minimums and Obstacle DP, Orig**

   **Hearme, TX, Hearne Muni, RNAV (GPS) RWY 18, Orig**

   **Hearme, TX, Hearne Muni, RNAV (GPS) RWY 36, Orig**

   **Hearme, TX, Hearne Muni, Takeoff Minimums and Obstacle DP, Orig**

   **Houston, TX, George Bush Intercontinental/Houston, ILS OR LOC RWY 88; ILS RWY 88 (SA CAT II), Amdt 23B**

   **Moses Lake, WA, Grant Co Intl, ILS OR LOC RWY 32R, Amdt 20B**

   **Toledo, WA, Ed Carlson Memorial Field-South Lewis Co, RNAV (GPS) RWY 24, Orig–A**

   **Chetek, WI, Chetek Muni-Southworth, Takeoff Minimums and Obstacle DP, Orig**

   **East Troy, WI, East Troy Muni, GPS RWY 8, Orig, CANCELLED**

   **East Troy, WI, East Troy Muni, GPS RWY 26, Orig, CANCELLED**

   **East Troy, WI, East Troy Muni, RNAV (GPS) RWY 8, Orig**

   **East Troy, WI, East Troy Muni, RNAV (GPS) RWY 26, Orig**

   **East Troy, WI, East Troy Muni, VOR/DME–A, Amdt 1**

   **Solon Springs, WI, Solon Springs Muni, Takeoff Minimums and Obstacle DP, Orig**

   **Laramie, WY, Laramie Rgnl, VOR OR GPS–B, Amdt 1, CANCELLED**

   **Louisburg, NC, Triangle North Executive, RNAV (GPS) RWY 12, Amdt 6A**
We reviewed these recommendations for increasing safety. Where icing specialists made recommendations to the FAA (74 FR 42725), we tasked the Aviation Information Protection System (IPHWG) with reviewing the recommendations. Its recommendations may be found in the docket for this rulemaking (FAA–2009–0675). The work was carried out by ARAC’s Ice Protection Harmonization Working Group (IPHWG). Its recommendations may be found in the docket for this rulemaking (FAA–2009–0675).

II. Background

On October 31, 1994, an accident involving an Avions de Transport Regional ATR 72 series airplane occurred in icing conditions. This accident prompted the FAA to initiate a review of aircraft safety in icing conditions and determine what changes could be made to increase the level of safety. In May 1996, we sponsored the International Conference on Aircraft Inflight Icing, where icing specialists made recommendations for increasing safety. We reviewed these recommendations and developed a comprehensive, multiyear icing plan. The FAA Inflight Aircraft Icing Plan, dated April 1997, described various activities we were considering for improving aircraft safety in icing conditions. In accordance with this plan, we funded the Aviation Rulemaking Advisory Committee (ARAC) to consider the need for ice detectors or other means to give flightcrews early indication about action required for ice accumulation on critical surfaces of the airplane. The work was carried out by ARAC’s Ice Protection Harmonization Working Group (IPHWG). Its recommendations may be found in the docket for this rulemaking (FAA–2009–0675).