

accommodate the new Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures developed for Martin Campbell Field Airport. This action is necessary for the safety and management of IFR operations at the airport.

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, is non-controversial and unlikely to result in adverse or negative comments. 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. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority.

This rulemaking is promulgated under the authority described in subtitle VII, part A, subpart I, section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it establishes controlled airspace at Martin Campbell Field Airport, Copperhill, TN.

Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9U, Airspace Designations and Reporting Points, dated August 18, 2010, effective September 15, 2010, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

ASO TN E5 Copperhill, TN [New]

Martin Campbell Field Airport, TN
(Lat. 35°0'57" N., long. 84°20'49" W.)

That airspace extending upward from 700 feet above the surface within an 8.1-mile radius of the Martin Campbell Field Airport.

Issued in College Park, Georgia, on August 19, 2011

Mark D. Ward,

Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2011–22315 Filed 9–6–11; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30799; Amdt. No. 3440]

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 September 7, 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 September 7, 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

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:

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 19, 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

Shenandoah, IA, Shenandoah Muni, VOR/DME RWY 12, Amdt 4
McCall, ID, McCall Muni, NDB RWY 34, Orig, CANCELLED
Bedford, IN, Virgil I Grisson Muni, Takeoff Minimums and Obstacle DP, Orig
Manistee, MI, Manistee Co.-Blacker, Takeoff Minimums and Obstacle DP, Amdt 6
Miles City, MT, Frank Wiley Field, NDB RWY 4, Amdt 5A, CANCELLED
Ballinger, TX, Bruce Field, Takeoff Minimums and Obstacle DP, Orig

Effective 20 OCT 2011

Anchorage, AK, Ted Stevens Anchorage Intl, Takeoff Minimums and Obstacle DP, Amdt 6
St. Paul Island, AK, St. Paul Island, RNAV (GPS) RWY 18, Amdt 2B
Almyra, AR, Almyra Muni, Takeoff Minimums and Obstacle DP, Orig
Brinkley, AR, Frank Federer Memorial, Takeoff Minimums and Obstacle DP, Orig
Walnut Ridge, AR, Walnut Ridge Rgnl, RNAV (GPS) RWY 4, Orig
Walnut Ridge, AR, Walnut Ridge Rgnl, RNAV (GPS) RWY 18, Amdt 1
Walnut Ridge, AR, Walnut Ridge Rgnl, RNAV (GPS) RWY 22, Amdt 1
Walnut Ridge, AR, Walnut Ridge Rgnl, RNAV (GPS) RWY 36, Amdt 1
Walnut Ridge, AR, Walnut Ridge Rgnl, Takeoff Minimums and Obstacle DP, Orig
Hemet, CA, Hemet-Ryan, Takeoff Minimums and Obstacle DP, Amdt 2
Oakland, CA, Metropolitan Oakland Intl, RNAV (RNP) Z RWY 11, Orig-A
Susanville, CA, Susanville Muni, RNAV (GPS)-A, Amdt 1
Aspen, CO, Aspen-Pitkin Co/Sardy Field, SARDD TWO Graphic DP
St Petersburg-Clearwater, FL, St Petersburg-Clearwater Intl, ILS OR LOC RWY 18L, ILS RWY 18L (SA CAT I), ILS RWY 18L (CAT II), Amdt 21A
St Petersburg-Clearwater, FL, St Petersburg-Clearwater Intl, ILS OR LOC/DME RWY 36R, Amdt 2A
St Petersburg-Clearwater, FL, St Petersburg-Clearwater Intl, RNAV (GPS) RWY 18L, Amdt 1A
St Petersburg-Clearwater, FL, St Petersburg-Clearwater Intl, RNAV (GPS) RWY 36R, Amdt 2A
St Petersburg-Clearwater, FL, St Petersburg-Clearwater Intl, Takeoff Minimums and Obstacle DP, Amdt 3
St Petersburg-Clearwater, FL, St Petersburg-Clearwater Intl, VOR RWY 36R, Amdt 1A
St Petersburg-Clearwater, FL, St Petersburg-Clearwater Intl, VOR/DME RWY 18L, Amdt 1A
Chariton, IA, Chariton Muni, NDB RWY 17, Amdt 3A, CANCELLED
Pocahontas, IA, Pocahontas Muni, VOR/DME RWY 30, Amdt 4
McCall, ID, McCall Muni, MCCALL ONE Graphic DP, CANCELLED
McCall, ID, McCall Muni, PEPUC ONE Graphic DP
McCall, ID, McCall Muni, Takeoff Minimums and Obstacle DP, Amdt 3
Jacksonville, IL, Jacksonville Muni, Takeoff Minimums and Obstacle DP, Orig
Monticello, IL, Piatt County, Takeoff Minimums and Obstacle DP, Orig
Portland, IN, Portland Muni, RNAV (GPS) RWY 9, Amdt 1
Portland, IN, Portland Muni, RNAV (GPS) RWY 27, Amdt 1
Winamac, IN, Arens Field, Takeoff Minimums and Obstacle DP, Orig
Atchison, KS, Amelia Earhart, Takeoff Minimums and Obstacle DP, Orig
Ashland, KY, Ashland Rgnl, Takeoff Minimums and Obstacle DP, Amdt 5
Danville, KY, Stuart Powell Field, Takeoff Minimums and Obstacle DP, Amdt 1
Marksville, LA, Marksville Muni, Takeoff Minimums and Obstacle DP, Orig

Cumberland, MD, Greater Cumberland Rgnl, RNAV (GPS) RWY 23, Orig-A
 Albert Lea, MN, Albert Lea Muni, Takeoff Minimums and Obstacle DP, Amdt 1
 Moorhead, MN, Moorhead Muni, Takeoff Minimums and Obstacle DP, Orig
 Potosi, MO, Washington County, RNAV (GPS) RWY 2, Amdt 2
 Billings, MT, Billings Logan Intl, RNAV (GPS) RWY 25, Orig-B
 Bowman, ND, Bowman Muni, Takeoff Minimums and Obstacle DP, Orig
 Mohall, ND, Mohall Muni, Takeoff Minimums and Obstacle DP, Orig
 Hugo, OK, Stan Stamper Muni, Takeoff Minimums and Obstacle DP, Orig
 Madill, OK, Madill Muni, Takeoff Minimums and Obstacle DP, Amdt 1
 Miami, OK, Miami Muni, Takeoff Minimums and Obstacle DP, Orig
 Mooreland, OK, Mooreland Muni, Takeoff Minimums and Obstacle DP, Orig
 Stillwater, OK, Stillwater Rgnl, Takeoff Minimums and Obstacle DP, Orig
 Beaver Falls, PA, Beaver County, LOC RWY 10, Amdt 4
 Leighton, PA, Jake Arner Memorial, NDB RWY 8, Amdt 3, CANCELLED
 Leighton, PA, Jake Arner Memorial, NDB RWY 26, Amdt 4, CANCELLED
 Columbia/Mount Pleasant, TN, Maury County, Takeoff Minimums and Obstacle DP, Amdt 2
 Smyrna, TN, Smyrna, Takeoff Minimums and Obstacle DP, Amdt 6
 Sparta, TN, Upper Cumberland Rgnl, RNAV (GPS) RWY 4, Orig-B
 Sparta, TN, Upper Cumberland Rgnl, RNAV (GPS) RWY 22, Orig-B
 Brownsville, TX, Brownsville/South Padre Island Intl, RNAV (GPS) RWY 17, Orig
 Brownsville, TX, Brownsville/South Padre Island Intl, Takeoff Minimums and Obstacle DP, Orig
 El Paso, TX, Horizon, Takeoff Minimums and Obstacle DP, Orig
 Kenedy, TX, Karnes County, Takeoff Minimums and Obstacle DP, Amdt 1
 Sinton, TX, Alfred C 'Bubba' Thomas, VOR RWY 32, Amdt 9
 Sweetwater, TX, Avenger Field, Takeoff Minimums and Obstacle DP, Orig
 Nephi, UT, Nephi Muni, NEPHI ONE Graphic DP
 Nephi, UT, Nephi Muni, RNAV (GPS) RWY 17, Orig
 Nephi, UT, Nephi Muni, RNAV (GPS) RWY 35, Orig
 Nephi, UT, Nephi Muni, Takeoff Minimums and Obstacle DP, Orig
 New Richmond, WI, New Richmond Rgnl, RNAV (GPS) RWY 14, Amdt 2
 New Richmond, WI, New Richmond Rgnl, RNAV (GPS) RWY 32, Amdt 2

[FR Doc. 2011-22444 Filed 9-6-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30800; Amdt. No. 3441]

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 September 7, 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 September 7, 2011.

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 <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