## SUMMARY:
This rule establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments.

### DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 97

[Docket No. 30822; Amdt. No. 3461]

### Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

<table>
<thead>
<tr>
<th>Airway Segment Changeover points</th>
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<tbody>
<tr>
<td>From</td>
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<tr>
<td><strong>Alaska V438 Is Amended To Add Changeover Point</strong></td>
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<tr>
<td>Homer, AK VOR/DME</td>
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<tr>
<td><strong>Alaska V440 Is Amended To Add Changeover Point</strong></td>
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<tr>
<td>Mc Grath, AK VORTAC</td>
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<tr>
<td><strong>Is Amended to Delete Changeover Point</strong></td>
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<tr>
<td>Middleton Island, AK VOR/DME</td>
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<tr>
<td><strong>Alaska V441 Is Amended To Modify Changeover Point</strong></td>
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<tr>
<td>Middleton Island, AK VOR/DME</td>
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<td>Kenai, AK VOR/DME</td>
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<tr>
<td><strong>Alaska V508 Is Amended To Add Changeover Point</strong></td>
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<tr>
<td>Middleton Island, AK VOR/DME</td>
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<td>Kenai, AK VOR/DME</td>
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<tr>
<td><strong>§ 95.8005 Jet Routes Changeover Points</strong></td>
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<tr>
<td>J125 Is Amended To Modify Changeover Point</td>
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<td>Kodiak, AK VOR/DME</td>
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**DATES:** This rule is effective January 23, 2012. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

**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;
  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.

**FOR FURTHER INFORMATION CONTACT:** Richard A. Dunham III, 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 (DFC)/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 an 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 is 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).

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**Airac Date** | **State** | **City** | **Airport** | **FDC No.** | **FDC Date** | **Subject**
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9–Feb-12 | NC | Greensboro | Piedmont Triad Intl | 1/0286 | 12/9/11 | ILS OR LOC RWY 5L, ILS RWY 5L (CAT II), ILS RWY 5L (CAT III), Orig
9–Feb-12 | NC | Greensboro | Piedmont Triad Intl | 1/0286 | 12/9/11 | ILS OR LOC RWY 23R, Orig
9–Feb-12 | WI | Madison | Blackhawk Airfield | 1/0691 | 12/6/11 | VOR OR GPS A, Orig-D
9–Feb-12 | SC | Andrews | Robert F. Swinnie | 1/1866 | 12/22/11 | NDB RWY 36, Orig
9–Feb-12 | AR | Paragould | Ford Field | 1/2397 | 12/12/11 | RNAV (GPS) RWY 22, Orig-A
9–Feb-12 | AR | Clinton | Holley Mountain Airpark | 1/2398 | 12/12/11 | RNAV (GPS) RWY 5, Amtd 1A
9–Feb-12 | MI | Hancock | Hancock Muni | 1/2403 | 12/22/11 | RNAV (GPS) RWY 27, Orig
9–Feb-12 | MI | Charlevoix | Charlevoix Muni | 1/2404 | 12/22/11 | RNAV (GPS) RWY 27, Orig
9–Feb-12 | WI | Superior | Richard I Bong | 1/2412 | 12/12/11 | GPS RWY 31, Orig
9–Feb-12 | WI | Chetek | Chetek Muni-Southworth | 1/2407 | 12/12/11 | RNAV (GPS) RWY 17, Orig-A
9–Feb-12 | WI | Necedah | Necedah | 1/2408 | 12/12/11 | RNAV (GPS) RWY 36, Orig-A
9–Feb-12 | WI | Phillips | Price County | 1/3689 | 12/15/11 | RNAV (GPS) RWY 19, Orig
9–Feb-12 | ME | Pittsfield | Pittsfield Muni | 1/4275 | 12/9/11 | Takeoff Minimums and Obstacle DP, Amtd 2
9–Feb-12 | PA | Philadelphia | Philadelphia Intl | 1/4576 | 12/22/11 | ILS OR LOC/DME RWY 27R, ILS RWY 27R (CAT II), Amtd 10C
9–Feb-12 | NC | Greensboro | Piedmont Triad Intl | 1/4677 | 1/3/12 | ILS OR LOC RWY 5R, ILS RWY 5R (CAT II), Amtd 7
9–Feb-12 | FL | Jacksonville | Jacksonville Intl | 1/5077 | 1/3/12 | ILS OR LOC RWY 14, Amtd 7
9–Feb-12 | AL | Mobile | Mobile Downtown | 1/6072 | 12/9/11 | VOR RWY 14, Amtd 8
9–Feb-12 | AL | Mobile | Mobile Downtown | 1/6074 | 12/9/11 | RNAV (GPS) RWY 14, Amtd 1
9–Feb-12 | MO | Farmington | Farmington Rgnl | 1/6136 | 12/9/11 | NDB RWY 2, Amtd 2B
9–Feb-12 | MO | Farmington | Farmington Rgnl | 1/6138 | 12/9/11 | RNAV (GPS) RWY 2, Orig
9–Feb-12 | MO | Farmington | Farmington Rgnl | 1/6139 | 12/9/11 | NDB RWY 20, Amtd 3
9–Feb-12 | MO | Farmington | Farmington Rgnl | 1/6140 | 12/9/11 | RNAV (GPS) RWY 20, Orig
9–Feb-12 | WY | Newcastle | Mondell Field | 1/7741 | 11/28/11 | VOR OR GPS RWY 31, Amtd 3

Issued in Washington, DC, on January 6, 2012.

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 as read above:

§§ 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 COPER SIAPs, Identified as follows:

* * * Effective Upon Publication
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:
Richard A. Dunham III, 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 part 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...