Nameplate output	Required efficiency (decimal equivalent of a percentage)
No-Load Mode	
Nameplate output	Maximum consumption
Not more than 250 watts	0.5 watts.

* * * * *

[FR Doc. 2012–9036 Filed 4–13–12; 8:45 am]

BILLING CODE 6450–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2011–1358; Airspace Docket No. 11–ANM–19]

RIN 2120–AA66

Establishment of Area Navigation (RNAV) Routes; Seattle, WA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes nine new RNAV routes originating within Seattle Air Route Traffic Control Center's (ARTCC) airspace. The routes extend generally east-west providing connection between the Seattle, WA terminal area and destinations east and southeast of Seattle. This action enhances the navigation routes within the National Airspace System (NAS).

DATES: Effective date 0901 UTC, May 31, 2012. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, Airspace, Regulations and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

History

On December 21, 2011, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish nine new RNAV routes (76 FR 79137).

Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

The Rule

The FAA is amending Title 14, Code of Federal Regulations (14 CFR) part 71 to establish nine new high altitude RNAV routes (Q–140, Q–142, Q–144, Q–146, Q–148, Q–150, Q–152, Q–154 and Q–156) originating in Seattle ARTCC's airspace. The proposed routes would connect the Seattle terminal area with destinations east and southeast of Seattle. This action enhances en route navigation for users, increases the efficiency of the NAS and expands the use of RNAV in the NAS.

High altitude RNAV routes are published in paragraph 2006 of FAA Order 7400.9V dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR 71.1. The RNAV routes listed in this document will be published subsequently in the Order.

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. Therefore, this regulation: (1) Is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under Department of Transportation (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 the 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 RNAV routes to enhance the safe and efficient flow of traffic in the United States.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, ''Environmental Impacts: Policies and Procedures,'' paragraphs 311a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

List 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 FAA Order 7400.9U, Airspace Designations and Reporting Points, dated August 18, 2010, and effective September 15, 2010, is amended as follows:

Paragraph 2006 United States area navigation routes.

* * * * *

Q–140 WOBED, WA to EEGEE, WI [New]

WOBED, WA	WP	Lat. 48°36′01″ N., long. 122°49′47″ W.
GETNG, WA	WP	Lat. 48°25′31″ N., long. 119°31′39″ W.
CORDU, ID	WP	Lat. 48°10′46″ N., long. 116°40′22″ W.
PETIY, MT	WP	Lat. 47°58′47″ N., long. 114°36′20″ W.
CHOTE, MT	INT	Lat. 47°39′57″ N., long. 112°09′38″ W.
LEWIT, MT	WP	Lat. 47°23′00″ N., long. 110°08′45″ W.
SAYOR, MT	INT	Lat. 47°13′58″ N., long. 104°58′39″ W.
WILTN, ND	INT	Lat. 47°04′58″ N., long. 100°47′44″ W.
TTAIL, MN	WP	Lat. 46°41′28″ N., long. 96°41′09″ W.
CESNA, WI	WP	Lat. 45°52′14″ N., long. 92°10′59″ W.
EEGEE, WI	WP	Lat. 45°08′53″ N., long. 88°45′58″ W.

Q–142 METOW, WA to KIXCO, MT [New]

METOW, WA	WP	Lat. 48°08′00″ N., long. 120°09′00″ W.
Mullan Pass, ID (MLP)	VOR/DME	Lat. 47°27′25″ N., long. 115°38′46″ W.
KEETA, MT	WP	Lat. 47°20′39″ N., long. 112°52′51″ W.
OKVUJ, MT	WP	Lat. 47°03′11″ N., long. 109°35′31″ W.
KIXCO, MT	WP	Lat. 46°35′56″ N., long. 104°35′27″ W.

Q–144 ZIRAN, WA to LEWIT, MT [New]

ZIRAN, WA	WP	Lat. 47°32′20″ N., long. 120°25′05″ W.
ZOOMR, WA	INT	Lat. 47°25′32″ N., long. 118°18′34″ W.
BLOWS, MT	WP	Lat. 47°16′10″ N., long. 115°00′00″ W.
KEETA, MT	WP	Lat. 47°20′39″ N., long. 112°52′51″ W.
LEWIT, MT	WP	Lat. 47°23′00″ N., long. 110°08′45″ W.

Q–146 CASHS, WA to HUFFR, MN [New]

CASHS, WA	INT	Lat. 47°24′21″ N., long. 120°27′30″ W.
BLUNT, WA	INT	Lat. 47°03′57″ N., long. 117°39′41″ W.
DIPHU, MT	INT	Lat. 46°56′34″ N., long. 114°41′22″ W.
CUSDA, MT	INT	Lat. 46°56′14″ N., long. 112°01′02″ W.
ZERZO, MT	INT	Lat. 46°52′26″ N., long. 110°05′08″ W.
KIXCO, MT	WP	Lat. 46°35′56″ N., long. 104°35′27″ W.
TIMMR, ND	INT	Lat. 46°22′50″ N., long. 100°54′33″ W.
SMERF, SD	WP	Lat. 45°55′16″ N., long. 97°34′08″ W.
HUFFR, MN	WP	Lat. 45°08′49″ N., long. 93°29′30″ W.

Q–148 STEVS, WA to Bartlesville, OK (BVO) [New]

STEVS, WA	WP	Lat. 47°14′54″ N., long. 120°32′10″ W.
ZAXUL, WA	INT	Lat. 47°10′03″ N., long. 120°02′42″ W.
FINUT, WA	WP	Lat. 46°44′56″ N., long. 117°05′20″ W.
WEDAK, MT	INT	Lat. 45°53′18″ N., long. 114°05′02″ W.
WAIDE, MT	INT	Lat. 44°50′49″ N., long. 111°44′47″ W.
JUGIV, WY	INT	Lat. 42°57′44″ N., long. 108°08′43″ W.
Medicine Bow, WY (MBW)	VOR/DME	Lat. 41°50′44″ N., long. 106°00′15″ W.
MOCTU, WY	INT	Lat. 41°11′54″ N., long. 104°33′10″ W.
LEWOY, CO	WP	Lat. 40°31′51″ N., long. 103°13′48″ W.
CUGGA, KS	INT	Lat. 39°19′04″ N., long. 100°52′07″ W.
PENUT, KS	WP	Lat. 38°37′00″ N., long. 99°38′25″ W.
KIRKE, KS	INT	Lat. 38°05′23″ N., long. 98°24′05″ W.
MORRR, KS	WP	Lat. 37°31′11″ N., long. 97°15′21″ W.
Bartlesville, OK (BVO)	VOR/DME	Lat. 36°50′03″ N., long. 96°01′06″ W.

Q–150 STEVS, WA to OPPEE, ND [New]

STEVS, WA	WP	Lat. 47°14′54″ N., long. 120°32′10″ W.
ZAXUL, WA	INT	Lat. 47°10′03″ N., long. 120°02′42″ W.
LEZLE, WA	INT	Lat. 46°08′36″ N., long. 117°09′24″ W.
BAXGO, ID	INT	Lat. 45°02′57″ N., long. 114°01′33″ W.
LAMON, ID	INT	Lat. 43°57′34″ N., long. 111°14′58″ W.
GANNE, WY	WP	Lat. 43°18′37″ N., long. 109°30′24″ W.
OPPEE, WY	WP	Lat. 41°27′33″ N., long. 106°14′42″ W.

W.Q–152 SUNED, WA to O′Neill, NE [New]

SUNED, WA	INT	Lat. 46°17′42″ N., long. 119°57′36″ W.
LEZLE, WA	INT	Lat. 46°08′36″ N., long. 117°09′24″ W.
WEDAK, MT	INT	Lat. 45°53′18″ N., long. 114°05′02″ W.
IKFOM, WY	WP	Lat. 44°54′59″ N., long. 108°32′21″ W.
WUVUT, WY	INT	Lat. 44°14′40″ N., long. 105°15′53″ W.
O′Neill, NE (ONL)	VORTAC	Lat. 42°28′14″ N., long. 98°41′13″ W.

Q–154 WANTA, WA to Bowie, TX [New]

WANTA, WA	INT	Lat. 46°28′24″ N., long. 121°37′26″ W.
JELTI, OR	INT	Lat. 44°59′37″ N., long. 118°21′12″ W.
HOVEL, ID	INT	Lat. 44°21′33″ N., long. 117°11′31″ W.

VELUY, ID	WP	Lat. 43°38′24″ N., long. 115°44′53″ W.
Burley, ID (BYI)	VOR/DME	Lat. 42°34′49″ N., long. 113°51′57″ W.
PIMIE, UT	INT	Lat. 41°49′19″ N., long. 112°18′47″ W.
NAGNE, UT	INT	Lat. 41°10′19″ N., long. 111°15′10″ W.
BONGO, UT	INT	Lat. 40°07′31″ N., long. 109°21′23″ W.
PITMN, CO	INT	Lat. 39°06′03″ N., long. 107°18′31″ W.
TAYLR, CO	INT	Lat. 38°47′36″ N., long. 106°44′03″ W.
GOSIP, CO	INT	Lat. 37°37′15″ N., long. 104°35′50″ W.
KENTO, NM	INT	Lat. 36°44′19″ N., long. 103°05′57″ W.
NOSEW, TX	WP	Lat. 35°31′08″ N., long. 100°59′38″ W.
Bowie, TX (UKW)	VORTAC	Lat. 33°32′09″ N., long. 97°49′17″ W.
Q–156 STEVS, WA to ZZIPR, IA [New]		
STEVS, WA	WP	Lat. 47°14′54″ N., long. 120°32′10″ W.
ZAXUL, WA	INT	Lat. 47°10′03″ N., long. 120°02′42″ W.
FINUT, WA	WP	Lat. 46°44′56″ N., long. 117°05′20″ W.
TUFFY, MT	INT	Lat. 46°42′29″ N., long. 114°05′01″ W.
UPUGE, MT	INT	Lat. 46°38′05″ N., long. 112°10′02″ W.
HEXOL, MT	INT	Lat. 46°36′49″ N., long. 111°09′21″ W.
TOUGH, MT	WP	Lat. 46°13′58″ N., long. 105°12′52″ W.
JELRO, SD	INT	Lat. 45°48′44″ N., long. 102°51′47″ W.
KEKPE, SD	WP	Lat. 45°17′55″ N., long. 100°16′49″ W.
UFFDA, MN	WP	Lat. 44°29′46″ N., long. 96°05′25″ W.
HSTIN, MN	WP	Lat. 44°00′08″ N., long. 93°57′40″ W.
ZZIPR, IA	WP	Lat. 43°11′09″ N., long. 91°39′33″ W.

Issued in Washington, DC, on April 9, 2012.

Gary A. Norek,

Manager, Airspace, Regulations and ATC Procedures Group.

[FR Doc. 2012–8976 Filed 4–13–12; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30835; Amdt. No. 3472]

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 April 16, 2012. 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 April 16, 2012.

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: 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 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