

for BRP-Powertrain GmbH & Co KG Rotax 912 F2; 912 F3; 912 F4; 912 S2; 912 S3; and 912 S4 reciprocating engines.

As published, the text of paragraph (g)(3), Installation Prohibition, is incorrect.

No other part of the preamble or regulatory information is in error; therefore, only the changed portion of the final rule is being published in the **Federal Register**.

The effective date of this AD remains September 10, 2012.

Correction of Regulatory Text

§ 39.13 [Corrected]

■ In the **Federal Register** of August 24, 2012, on page 51464, in the 1st column, paragraph (g)(3) of AD 2012-16-13 is corrected to read as follows:

* * * * *

(3) After the effective date of this AD, do not approve for return to service any product or article with a fuel hose removed from a P/N 893114 fuel pump with an S/N listed in Table 1 to paragraph (c) of this AD.

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Issued in Burlington, Massachusetts, on October 24, 2012.

Colleen M. D'Alessandro,

Assistant Manager, Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2012-26772 Filed 11-5-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30866 ; Amdt. No. 3501]

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 November 6, 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 November 6, 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 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 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 October 12, 2012.

Ray Towles,

Deputy 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 15 November 2012*

Cold Bay, AK, Cold Bay, RNAV (GPS) RWY 15, Amdt 2

Cold Bay, AK, Cold Bay, RNAV (GPS) RWY 33, Amdt 2

Fayetteville, AR, Drake Field, Takeoff Minimums and Obstacle DP, Amdt 6

Hayward, CA, Hayward Executive, LOC/DME RWY 28L, Amdt 3

Hayward, CA, Hayward Executive, RNAV (GPS) RWY 28L, Amdt 1

Hayward, CA, Hayward Executive, RNAV (GPS) Z RWY 28L, Orig. CANCELED

Hayward, CA, Hayward Executive, VOR/DME–A, Amdt 3

Placerville, CA, Placerville, RNAV (GPS) RWY 5, Amdt 2

Placerville, CA, Placerville, Takeoff Minimums and Obstacle DP, Amdt 3

Denver, CO, Centennial, ILS OR LOC RWY 35R, Amdt 9

Denver, CO, Denver Intl, ILS OR LOC RWY 34L, ILS RWY 34L (CAT II), ILS RWY 34L (CAT III), ILS RWY 34L (SA CAT I), Amdt 2

Denver, CO, Denver Intl, ILS OR LOC RWY 34R, ILS RWY 34R (CAT II), ILS RWY 34R (CAT III), ILS RWY 34 (SA CAT I), Amdt 3

Denver, CO, Denver Intl, RNAV (GPS) Y RWY 34L, Amdt 2

Denver, CO, Denver Intl, RNAV (GPS) Y RWY 34R, Amdt 2

Orlando, FL, Executive, ILS OR LOC RWY 7, Amdt 23

Orlando, FL, Executive, LOC RWY 25, Amdt 1

Orlando, FL, Executive, RNAV (GPS) RWY 7, Amdt 1

Orlando, FL, Executive, RNAV (GPS) RWY 25, Amdt 2

Orlando, FL, Executive, Takeoff Minimums and Obstacle DP, Amdt 4

Orlando, FL, Executive, VOR/DME RWY 7, Amdt 1B, CANCELED

Orlando, FL, Executive, VOR/DME RWY 25, Amdt 2C, CANCELED

Atlanta, GA, Dekalb-Peachtree, ILS OR LOC RWY 20L, Amdt 7F

Atlanta, GA, Dekalb-Peachtree, VOR/DME RWY 20L, Amdt 1H

Atlanta, GA, Dekalb-Peachtree, VOR/DME–D, Orig-A

Lafayette, LA, Lafayette Rgnl, RADAR–1, Amdt 10

Lafayette, LA, Lafayette Rgnl, RNAV (GPS) RWY 4R, Amdt 1

Lafayette, LA, Lafayette Rgnl, RNAV (GPS) RWY 22L, Orig-B

Lafayette, LA, Lafayette Rgnl, Takeoff Minimums and Obstacle DP, Amdt 2

Patterson, LA, Harry P Williams Memorial, RNAV (GPS) RWY 6, Orig-A

Patterson, LA, Harry P Williams Memorial, RNAV (GPS) RWY 24, Amdt 1A

Brainerd, MN, Brainerd Lakes Rgnl, Takeoff Minimums and Obstacle DP, Amdt 6

St Louis, MO, Lambert-St Louis Intl, ILS OR LOC RWY 12R, Amdt 22

Columbus/W Point/Starkville, MS, Golden Triangle Rgnl, ILS OR LOC RWY 18, Amdt 8

Columbus/W Point/Starkville, MS, Golden Triangle Rgnl, ILS OR LOC RWY 36, Orig

Columbus/W Point/Starkville, MS, Golden Triangle Rgnl, LOC RWY 36, Orig-A CANCELED

Columbus/W Point/Starkville, MS, Golden Triangle Rgnl, RNAV (GPS) RWY 18, Amdt 1

Columbus/W Point/Starkville, MS, Golden Triangle Rgnl, RNAV (GPS) RWY 36, Amdt 1

Claremont, NH, Claremont Muni, GPS RWY 29, Amdt 1, CANCELED

Claremont, NH, Claremont Muni, RNAV (GPS) RWY 29, Orig

Albuquerque, NM, Albuquerque Intl Sunport, RNAV (RNP) Z RWY 3, Orig-A

Albuquerque, NM, Albuquerque Intl Sunport, RNAV (RNP) Z RWY 8, Orig-A

New York, NY, West 30th St. and Various Heliports, COPTER RNAV (GPS) 210, Orig

Chickasha, OK, Chickasha Muni, RNAV (GPS) RWY 17, Amdt 1

Chickasha, OK, Chickasha Muni, RNAV (GPS) RWY 35, Amdt 1

Portland, OR, Portland Intl, RNAV (RNP) Z RWY 10L, Orig-A

Portland, OR, Portland Intl, RNAV (RNP) Z RWY 10R, Orig-A

Washington, PA, Washington County, ILS OR LOC RWY 27, Amdt 1

Washington, PA, Washington County, RNAV (GPS) RWY 9, Amdt 1

Washington, PA, Washington County, RNAV (GPS) RWY 27, Amdt 1

San Antonio, TX, San Antonio Intl, ILS OR LOC RWY 4, Amdt 22

San Antonio, TX, San Antonio Intl, RNAV (GPS) Y RWY 4, Amdt 3

San Antonio, TX, San Antonio Intl, RNAV (GPS) Y RWY 22, Amdt 2

San Antonio, TX, San Antonio Intl, RNAV (RNP) Z RWY 4, Orig-A

San Antonio, TX, San Antonio Intl, RNAV (RNP) Z RWY 22, Amdt 1

* * * *Effective 13 December 2012*

Monongahela, PA, Rostraver, RNAV (GPS) RWY 8, Amdt 1

[FR Doc. 2012–26838 Filed 11–5–12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30867; Amdt. No. 3502]

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.