

Suite 410, Westbury, New York 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) **Airworthy Product:** For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(n) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2011-45, dated December 19, 2011, and the service information specified in paragraphs (n)(1)(i), (n)(1)(ii), and (n)(1)(iii) of this AD, for related information.

(i) Bombardier Service Bulletin 601R-27-160, Revision A, dated October 3, 2012.

(ii) Bombardier Temporary Revision 2B-2180, dated August 8, 2011, to Appendix B—Airworthiness Limitations, of Part 2, Airworthiness Requirements, of the Bombardier CL-600-2B19 Maintenance Requirements Manual.

(iii) Bombardier Temporary Revision 2B-2186, dated August 8, 2011, to Appendix B—Airworthiness Limitations, of Part 2, Airworthiness Requirements, of the Bombardier CL-600-2B19 Maintenance Requirements Manual.

(2) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-5000; fax 514-855-7401; email thd.crj@aero.bombardier.com; Internet <http://www.bombardier.com>. You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221.

(o) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Bombardier Service Bulletin 601R-27-160, Revision A, dated October 3, 2012.

(ii) Bombardier Temporary Revision 2B-2180, dated August 8, 2011, to Appendix B—Airworthiness Limitations, of Part 2, Airworthiness Requirements, of the Bombardier CL-600-2B19 Maintenance Requirements Manual.

(iii) Bombardier Temporary Revision 2B-2186, dated August 8, 2011, to Appendix B—Airworthiness Limitations, of Part 2, Airworthiness Requirements, of the Bombardier CL-600-2B19 Maintenance Requirements Manual.

(3) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-5000; fax 514-855-7401; email thd.crj@aero.bombardier.com; Internet <http://www.bombardier.com>.

(4) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221.

(5) You may view this service information that is incorporated by reference at 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/cfr/ibr-locations.html>.

Issued in Renton, Washington, on January 16, 2013.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2013-01821 Filed 2-1-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30882; Amdt. No. 3517]

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 February 4, 2013. 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 February 4, 2013.

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 January 18, 2013.

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 7 MARCH 2013

Anaktuvuk Pass, AK, Anaktuvuk Pass, AKUMY THREE, Graphic DP
 San Martin, CA, South County Arpt of Santa Clara County, GPS RWY 32, Orig-A, CANCELED
 San Martin, CA, South County Arpt of Santa Clara County, RNAV (GPS) RWY 32, Orig
 San Martin, CA, South County Arpt of Santa Clara County, Takeoff Minimums and Obstacle DP, Amdt 1
 Walsenburg, CO, Spanish Peaks Airfield, GOSIP ONE, Graphic DP
 Walsenburg, CO, Spanish Peaks Airfield, RNAV (GPS) RWY 9, Orig
 Walsenburg, CO, Spanish Peaks Airfield, RNAV (GPS) RWY 27, Orig
 Walsenburg, CO, Spanish Peaks Airfield, Takeoff Minimums and Obstacle DP, Orig
 Hartford, CT, Hartford-Brainard, LDA RWY 2, Amdt 2

Hartford, CT, Hartford-Brainard, RNAV (GPS) RWY 2, Orig
 Hartford, CT, Hartford-Brainard, VOR–A, Amdt 10
 Boise, ID, Boise Air Terminal/Gowen Fld, ILS OR LOC/DME RWY 28R, Orig
 Boise, ID, Boise Air Terminal/Gowen Fld, RNAV (GPS) Y RWY 28R, Amdt 4
 Coeur D’Alene, ID, Coeur D’Alene—Pappy Boyington Field, COEUR D’ALENE TWO, Graphic DP
 Chicago/West Chicago, IL, Dupage, RNAV (GPS) RWY 2R, Orig
 Chicago/West Chicago, IL, Dupage, RNAV (GPS) RWY 20L, Orig
 Moline, IL, Quad City Intl, ILS OR LOC RWY 27, Amdt 2A
 Thibodaux, LA, Thibodaux Muni, Takeoff Minimums and Obstacle DP, Orig
 Beverly, MA, Beverly Muni, RNAV (GPS) RWY 27, Orig
 Beverly, MA, Beverly Muni, RNAV (GPS) RWY 34, Orig
 Eveleth, MN, Eveleth-Virginia Muni, GPS RWY 27, Amdt 1A, CANCELED
 Eveleth, MN, Eveleth-Virginia Muni, RNAV (GPS) RWY 27, Orig
 Eveleth, MN, Eveleth-Virginia Muni, Takeoff Minimums and Obstacle DP, Amdt 3
 Eveleth, MN, Eveleth-Virginia Muni, VOR RWY 27, Amdt 1
 Eveleth, MN, Eveleth-Virginia Muni, VOR/DME–A, Amdt 2
 Greenwood, MS, Greenwood-Leflore, ILS OR LOC RWY 18, Amdt 8
 Greenwood, MS, Greenwood-Leflore, RNAV (GPS) RWY 5, Amdt 2
 Greenwood, MS, Greenwood-Leflore, RNAV (GPS) RWY 18, Amdt 2
 Greenwood, MS, Greenwood-Leflore, RNAV (GPS) RWY 36, Amdt 1
 Greenwood, MS, Greenwood-Leflore, Takeoff Minimums and Obstacle DP, Amdt 7
 Mount Olive, NC, Mount Olive Muni, Takeoff Minimums and Obstacle DP, Amdt 2
 Mount Olive, NC, Mount Olive Muni, VOR–A, Amdt 2
 Claremont, NH, Claremont Muni, RNAV (GPS) RWY 29, Orig-A
 Trenton, NJ, Trenton Mercer, RNAV (RNP) Y RWY 24, Orig
 New York, NY, John F Kennedy Intl, RNAV (GPS) RWY 22R, Amdt 1B
 Baker City, OR, Baker City Muni, RNAV (GPS) RWY 13, Amdt 1
 Medford, OR, Rogue Valley Intl—Medford, Takeoff Minimums and Obstacle DP, Amdt 10
 Erie, PA, Erie Intl/Tom Ridge Field, RNAV (GPS) RWY 6, Amdt 1
 Erie, PA, Erie Intl/Tom Ridge Field, RNAV (GPS) RWY 24, Amdt 1
 Fayetteville, TN, Fayetteville Muni, Takeoff Minimums and Obstacle DP, Amdt 1
 Navasota, TX, Navasota Muni, RNAV (GPS) RWY 17, Orig
 Navasota, TX, Navasota Muni, RNAV (GPS) RWY 35, Orig
 Navasota, TX, Navasota Muni, VOR–A, Amdt 2
 San Marcos, TX, San Marcos Muni, RNAV (GPS) RWY 13, Amdt 1
 San Marcos, TX, San Marcos Muni, Takeoff Minimums and Obstacle DP, Amdt 2
 Morrisville, VT, Morrisville-Stowe State, Takeoff Minimums and Obstacle DP, Amdt 3

Burlington/Mount Vernon, WA, Skagit Rgnl, NDB RWY 11, Amdt 5
 Burlington/Mount Vernon, WA, Skagit Rgnl, RNAV (GPS) RWY 11, Amdt 2
 Burlington/Mount Vernon, WA, Skagit Rgnl, RNAV (GPS) RWY 29, Amdt 1
 Burlington/Mount Vernon, WA, Skagit Rgnl, Takeoff Minimums and Obstacle DP, Amdt 2
 Greybull, WY, South Big Horn County, NDB RWY 34, Amdt 3
 Greybull, WY, South Big Horn County, RNAV (GPS) RWY 7, Orig
 Greybull, WY, South Big Horn County, RNAV (GPS) RWY 34, Amdt 1
 Greybull, WY, South Big Horn County, RNAV (GPS)-A, Orig, CANCELED
 Greybull, WY, South Big Horn County, Takeoff Minimums and Obstacle DP, Amdt 1
 Jackson, WY, Jackson Hole, ILS OR LOC Z RWY 19, Orig, CANCELED
 Jackson, WY, Jackson Hole, ILS Y OR LOC RWY 19, Orig-A
 Jackson, WY, Jackson Hole, ILS Z OR LOC/DME RWY 19, Orig
 Jackson, WY, Jackson Hole, RNAV (GPS) Z RWY 19, Amdt 1
 Jackson, WY, Jackson Hole, RNAV (RNP) Y RWY 19, Amdt 1

Effective 4 APRIL 2013

Des Moines, IA, Des Moines Intl, Takeoff Minimums and Obstacle DP, Amdt 11
 Fort Worth, TX, Fort Worth Alliance, RNAV (GPS) RWY 34R, Amdt 2A

[FR Doc. 2013-02043 Filed 2-1-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30883; Amdt. No. 3518]

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 February 4, 2013. 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 February 4, 2013.

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 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 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 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 a 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 are 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