

paragraph 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 14 CFR 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 the Federal Aviation Administration Order 7400.9W, Airspace Designations and Reporting Points, dated August 8, 2012, and effective September 15, 2012 is amended as follows:

Paragraph 5000 Class D airspace areas.

* * * * *

AWP CA D El Monte Airport, CA [Amended]

El Monte Airport, CA

(lat. 34°05'10" N., long. 118°02'05" W.)

That airspace extending upward from the surface to and including 2,400 feet MSL within a 4-mile radius of El Monte Airport and within 1.8 miles each side of the El Monte Airport 097° bearing extending from the 4-mile radius to 4.5 miles east of the airport. This Class D airspace area is effective during the specific dates and times established by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Issued in Seattle, Washington, on May 2, 2013.

Clark Desing,

Manager, Operations Support Group, Western Service Center.

[FR Doc. 2013–11182 Filed 5–13–13; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30899; Amdt. No. 3534]

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 May 14, 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 May 14, 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 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 April 26, 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 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 to read as follows:

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 COPTER SIAPs, Identified as follows:

* * * *Effective Upon Publication*

AIRAC date	State	City	Airport	FDC No.	FDC date	Subject
5/30/13	CA	Bishop	Eastern Sierra Rgnl	3/3396	4/1/13	This NOTAM, published in TL 13–11, is hereby rescinded in its entirety.
5/30/13	CA	Bishop	Eastern Sierra Rgnl	3/3397	4/1/13	This NOTAM, published in TL 13–11, is hereby rescinded in its entirety.
5/30/13	CA	Bishop	Eastern Sierra Rgnl	3/3398	4/1/13	This NOTAM, published in TL 13–11, is hereby rescinded in its entirety.
5/30/13	CA	Bishop	Eastern Sierra Rgnl	3/3399	4/1/13	This NOTAM, published in TL 13–11, is hereby rescinded in its entirety.
5/30/13	CA	Bishop	Eastern Sierra Rgnl	3/3400	4/1/13	This NOTAM, published in TL 13–11, is hereby rescinded in its entirety.
5/30/13	CA	Bishop	Eastern Sierra Rgnl	3/3401	4/1/13	This NOTAM, published in TL 13–11, is hereby rescinded in its entirety.
5/30/13	CA	Monterey	Monterey Regional	3/0278	4/17/13	RNAV (RNP) Z RWY 28L, Orig-A.
5/30/13	CA	Monterey	Monterey Regional	3/0279	4/17/13	LOC/DME RWY 28L, Amdt 3F.
5/30/13	CA	Monterey	Monterey Regional	3/0280	4/17/13	RNAV (GPS) Y RWY 28L, Orig.
5/30/13	MD	Elkton	Cecil County	3/0428	4/17/13	RNAV (GPS) RWY 13, Orig-A.
5/30/13	NJ	Millville	Millville Muni	3/0435	4/17/13	ILS OR LOC RWY 10, Amdt 2.
5/30/13	NJ	Millville	Millville Muni	3/0436	4/17/13	VOR A, Amdt 1.
5/30/13	NJ	Millville	Millville Muni	3/0437	4/17/13	RNAV (GPS) RWY 28, Orig.
5/30/13	NJ	Millville	Millville Muni	3/0438	4/17/13	NDB RWY 14, Amdt 6.
5/30/13	AL	Courtland	Courtland	3/0442	4/17/13	VOR RWY 13, Amdt 1.
5/30/13	FL	Daytona Beach	Daytona Beach Intl	3/0496	4/17/13	RNAV (GPS) RWY 7R, Orig-B.
5/30/13	FL	Daytona Beach	Daytona Beach Intl	3/0504	4/17/13	RADAR–1, Amdt 8B.
5/30/13	FL	Plant City	Plant City	3/0670	4/17/13	RNAV (GPS) RWY 10, Amdt 1.
5/30/13	IL	Chicago/West Chicago	Dupage	3/0698	4/17/13	ILS OR LOC RWY 2L, Amdt 2A.
5/30/13	IL	Chicago/West Chicago	Dupage	3/0699	4/17/13	VOR RWY 2L, Amdt 1.
5/30/13	IL	Chicago/West Chicago	Dupage	3/0700	4/17/13	VOR RWY 10, Amdt 12A.
5/30/13	IL	Chicago/West Chicago	Dupage	3/0702	4/17/13	RNAV (GPS) RWY 20R, Amdt 1A.
5/30/13	IL	Chicago/West Chicago	Dupage	3/0703	4/17/13	RNAV (GPS) RWY 2L, Orig.
5/30/13	IL	Chicago/West Chicago	Dupage	3/0704	4/17/13	ILS OR LOC RWY 10, Amdt 8.
5/30/13	IL	Chicago/West Chicago	Dupage	3/0705	4/17/13	RNAV (GPS) RWY 2R, Orig.
5/30/13	FL	Crestview	Bob Sikes	3/0857	4/17/13	RNAV (GPS) RWY 35, Amdt 1.

AIRAC date	State	City	Airport	FDC No.	FDC date	Subject
5/30/13	MD	Baltimore	Baltimore/Washington Intl Thurgood Marshall.	3/0860	4/17/13	RNAV (RNP) Z RWY 10, Amdt 2.
5/30/13	NC	Mount Olive	Mount Olive Muni	3/1235	4/17/13	VOR A, Amdt 2.
5/30/13	PA	Pittsburgh	Pittsburgh Intl	3/1250	4/17/13	RNAV (GPS) RWY 14, Amdt 3A.
5/30/13	PA	Pittsburgh	Pittsburgh Intl	3/1285	4/17/13	RNAV (RNP) Z RWY 28R, Orig-B.
5/30/13	TN	Athens	McMinn County	3/1337	4/17/13	RNAV (GPS) RWY 20, Amdt 1.
5/30/13	ID	Lewiston	Lewiston-Nez Perce County.	3/1615	4/17/13	ILS RWY 26, Amdt 13A.
5/30/13	IA	Davenport	Davenport Muni	3/1621	4/17/13	RNAV (GPS) RWY 3, Amdt 1A.
5/30/13	IA	Davenport	Davenport Muni	3/1622	4/17/13	RNAV (GPS) RWY 33, Amdt 1A.
5/30/13	IA	Davenport	Davenport Muni	3/1629	4/17/13	RNAV (GPS) RWY 21, Amdt 1B.
5/30/13	IA	Davenport	Davenport Muni	3/1630	4/17/13	RNAV (GPS) RWY 15, Amdt 2.
5/30/13	IA	Davenport	Davenport Muni	3/1634	4/17/13	ILS OR LOC RWY 15, Amdt 1.
5/30/13	IA	Davenport	Davenport Muni	3/1640	4/17/13	VOR RWY 21, Amdt 8.
5/30/13	IA	Davenport	Davenport Muni	3/2468	4/17/13	VOR RWY 3, Amdt 9.
5/30/13	PA	Mount Pocono	Pocono Mountains Muni	3/5791	4/19/13	RNAV (GPS) RWY 31, Amdt 2.
5/30/13	WI	Fort Atkinson	Fort Atkinson Muni	3/9771	4/17/13	RNAV (GPS) RWY 21, Orig.
5/30/13	WI	Fort Atkinson	Fort Atkinson Muni	3/9773	4/17/13	RNAV (GPS) RWY 3, Orig.
5/30/13	WI	Fort Atkinson	Fort Atkinson Muni	3/9777	4/17/13	VOR A, Orig-B.
5/30/13	WI	West Bend	West Bend Muni	3/9883	4/17/13	LOC RWY 31, Orig-B.
5/30/13	WI	West Bend	West Bend Muni	3/9884	4/17/13	RNAV (GPS) RWY 13, Orig.
5/30/13	WI	West Bend	West Bend Muni	3/9885	4/17/13	VOR RWY 13, Amdt 5A.
5/30/13	WI	West Bend	West Bend Muni	3/9886	4/17/13	RNAV (GPS) RWY 6, Orig.
5/30/13	WI	West Bend	West Bend Muni	3/9888	4/17/13	VOR RWY 24, Amdt 3A.
5/30/13	PA	Mount Pocono	Pocono Mountains Muni	3/9934	4/17/13	RNAV (GPS) RWY 13, Amdt 3.
5/30/13	PA	Mount Pocono	Pocono Mountains Muni	3/9935	4/17/13	RNAV (GPS) RWY 5, Orig.

[FR Doc. 2013-11325 Filed 5-13-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30898; Amdt. No. 3533]

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 May 14, 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 May 14, 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