

Petersburg, WV, Grant County, Takeoff Minimums and Obstacle DP, Amdt 1
 Petersburg, WV, Grant County, VOR/DME-A, Amdt 2A
 Fort Bridger, WY, Fort Bridger, RNAV (GPS) RWY 22, Amdt 1
 Powell, WY, Powell Muni, NDB RWY 31, Amdt 2
 Powell, WY, Powell Muni, RNAV (GPS) RWY 13, Orig
 Powell, WY, Powell Muni, RNAV (GPS) RWY 31, Orig
 Powell, WY, Powell Muni, Takeoff Minimums and Obstacle DP, Amdt 2

Effective 17 October 2013

Kwigillingok, AK Kwigillingok, RNAV (GPS) RWY 15, Orig, CANCELED
 Kwigillingok, AK Kwigillingok, RNAV (GPS) RWY 33, Orig, CANCELED
 Kwigillingok, AK Kwigillingok, Takeoff Minimums and Obstacle DP, Orig, CANCELED
 Pell City, AL, St Clair County, VOR-A, Amdt 9, CANCELED
 Fort Morgan, CO, Fort Morgan Muni, RNAV (GPS) RWY 14, Orig-A
 Greencastle, IN, Putnam County, NDB RWY 18, Amdt 1A, CANCELED
 Rogers City, MI, Presque Isle County, NDB RWY 27, Amdt 3A, CANCELED
 Windom, MN, Windom Muni, NDB RWY 17, Amdt 5A, CANCELED
 Prague, OK, Prague Muni, NDB RWY 17, Amdt 1A, CANCELED
 Cleveland, TN, Hardwick Field, NDB RWY 3, Amdt 2A, CANCELED
 Melfa, VA, Accomack County, LOC RWY 3, Orig, CANCELED
 Merrill, WI, Merrill Muni, NDB RWY 7, Amdt 3A, CANCELED
 Merrill, WI, Merrill Muni, NDB RWY 16, Amdt 7A, CANCELED

RESCINDED: On July 5, 2013 (78 FR 40383), the FAA published an Amendment in Docket No. 30907, Amdt No. 3542 to Part 97 of the Federal Aviation Regulations under section 97.20. The following entry for Juneau, AK, effective 22 August 2013 is hereby rescinded in its entirety:

Juneau, AK, Juneau Intl, ASORT ONE, Graphic DP

RESCINDED: On July 22, 2013 (78 FR 43782), the FAA published an Amendment in Docket No. 30909, Amdt No. 3544 to Part 97 of the Federal Aviation Regulations under section 97.23, 97.27, 97.29, and 97.33. The following entries for Twin Falls, ID, effective 22 August 2013 are hereby rescinded in their entirety:

Twin Falls, ID, Joslin Field—Magic Valley Rgnl, ILS OR LOC RWY 26, Amdt 10
 Twin Falls, ID, Joslin Field—Magic Valley Rgnl, NDB RWY 26, Amdt 7
 Twin Falls, ID, Joslin Field—Magic Valley Rgnl, RNAV (GPS) RWY 8, Amdt 1
 Twin Falls, ID, Joslin Field—Magic Valley Rgnl, RNAV (GPS) RWY 26, Amdt 1
 Twin Falls, ID, Joslin Field—Magic Valley Rgnl, Takeoff Minimums and Obstacle DP, Amdt 3
 Twin Falls, ID, Joslin Field—Magic Valley Rgnl, VOR RWY 8, Amdt 5
 Twin Falls, ID, Joslin Field—Magic Valley Rgnl, VOR RWY 26, Amdt 16

Twin Falls, ID, Joslin Field—Magic Valley Rgnl, VOR/DME RWY 8, Amdt 1

[FR Doc. 2013-19466 Filed 8-16-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30915; Amdt. No. 3550]

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 August 19, 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 August 19, 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 August 2, 2013.

John Duncan,

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 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.

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, 97.35 [Amended]

■ 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
8/22/13	CO	Kremmling	Mc Elroy Airfield	3/2344	7/15/13	This NOTAM, published in TL 13–18, is hereby rescinded in its entirety.
9/19/13	TX	Atlanta	Hall-Miller Muni	3/1732	7/29/13	NDB RWY 5, Amdt 4
9/19/13	TX	Atlanta	Hall-Miller Muni	3/1735	7/29/13	RNAV (GPS) RWY 5, Amdt 1
9/19/13	NE	Omaha	Millard	3/1940	7/29/13	NDB RWY 12, Amdt 10C
9/19/13	MN	Little Falls	Little Falls/Morrison County-Lindbergh fld.	3/2226	7/29/13	NDB RWY 31, Amdt 6A
9/19/13	NM	Clovis	Clovis Muni	3/2353	7/29/13	Takeoff Minimums and (Obstacle) DP, Orig
9/19/13	TX	Houston	Ellington	3/2964	7/29/13	TACAN RWY 22, Orig
9/19/13	TX	Amarillo	Tradewind	3/3484	7/29/13	NDB–A, Amdt 14A
9/19/13	WI	Wisconsin Rapids	Alexander Field South Wood County.	3/3614	7/29/13	RNAV (GPS) RWY 20, Orig
9/19/13	MI	Ontonagon	Ontonagon County—Schuster Field.	3/3856	7/29/13	RNAV (GPS) A, Orig
9/19/13	TN	Sevierville	Gatlinburg—Pigeon Forge	3/4067	7/29/13	RNAV (GPS) RWY 10, Orig
9/19/13	OK	Enid	Enid Woodring Rgnl	3/4168	7/29/13	ILS OR LOC RWY 35, Amdt 5A
9/19/13	OR	La Grande	La Grande/Union County	3/4716	7/29/13	RNAV (GPS) RWY 16, Orig-A
9/19/13	IN	Bloomington	Monroe County	3/5107	7/29/13	RNAV (GPS) RWY 24, Orig-A
9/19/13	IN	Bloomington	Monroe County	3/5108	7/29/13	VOR RWY 17, Amdt 12
9/19/13	IN	Bloomington	Monroe County	3/5109	7/29/13	RNAV (GPS) RWY 6, Orig
9/19/13	IN	Bloomington	Monroe County	3/5110	7/29/13	VOR/DME RWY 35, Amdt 15A
9/19/13	IN	Bloomington	Monroe County	3/5111	7/29/13	VOR/DME RWY 6, Amdt 19
9/19/13	IN	Bloomington	Monroe County	3/5115	7/29/13	VOR/DME RWY 24, Amdt 12
9/19/13	IN	Bloomington	Monroe County	3/5117	7/29/13	ILS OR LOC/DME RWY 35, Amdt 6
9/19/13	IN	Bloomington	Monroe County	3/5121	7/29/13	RNAV (GPS) RWY 35, Amdt 1
9/19/13	IN	Bloomington	Monroe County	3/5123	7/29/13	RNAV (GPS) RWY 17, Amdt 1A
9/19/13	NY	Syracuse	Syracuse Hancock Intl	3/5235	7/29/13	RNAV (GPS) Z RWY 10, Amdt 2A
9/19/13	KS	Wichita	Wichita Mid-Continent	3/5351	7/29/13	ILS OR LOC RWY 19R, Amdt 5D
9/19/13	PA	York	York	3/5532	7/29/13	RNAV (GPS) RWY 35, Amdt 1
9/19/13	PA	York	York	3/5533	7/29/13	NDB RWY 17, Amdt 7
9/19/13	PA	York	York	3/5534	7/29/13	RNAV (GPS) RWY 17, Amdt 2
9/19/13	IA	Waterloo	Waterloo Rgnl	3/5797	7/29/13	VOR RWY 24, Amdt 16

AIRAC Date	State	City	Airport	FDC No.	FDC Date	Subject
9/19/13	IA	Waterloo	Waterloo Rgnl	3/5798	7/29/13	RNAV (GPS) RWY 6, Orig
9/19/13	NJ	Teterboro	Teterboro	3/6313	7/29/13	VOR RWY 24, Orig-C
9/19/13	SC	Moncks Corner	Berkeley County	3/6939	7/29/13	RNAV (GPS) RWY 23, Orig
9/19/13	IL	Chicago/Aurora	Aurora Muni	3/7234	7/29/13	ILS OR LOC RWY 9, Amdt 3
9/19/13	IL	Chicago/Aurora	Aurora Muni	3/7238	7/29/13	RNAV (GPS) RWY 9, Amdt 1B
9/19/13	MN	Minneapolis	Anoka County—Blaine Arpt (Janes Field).	3/7330	7/29/13	VOR RWY 9, Amdt 12A
9/19/13	MN	Minneapolis	Anoka County—Blaine Arpt (Janes Field).	3/7332	7/29/13	RNAV (GPS) RWY 18, Orig-C
9/19/13	MN	Minneapolis	Anoka County—Blaine Arpt (Janes Field).	3/7333	7/29/13	RNAV (GPS) RWY 9, Orig-C

[FR Doc. 2013–19465 Filed 8–16–13; 8:45 am]

BILLING CODE 4910–13–P

CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Part 1221

[CPSC Docket No. CPSC–2011–0064]

RIN 3041–AC92

Safety Standard for Play Yards

AGENCY: Consumer Product Safety Commission.

ACTION: Final rule.

SUMMARY: The United States Consumer Product Safety Commission (Commission or CPSC or we) is issuing a final rule, amending the play yard mandatory standard. Currently, the CPSC play yard standard incorporates by reference ASTM F406–12a, *Standard Consumer Safety Specification for Non-Full-Size Baby Cribs/Play Yards*. In this final rule, the Commission is amending the play yard standard to incorporate by reference the most recent version of ASTM’s play yard standard, ASTM F406–13. Through this amendment, the Commission is addressing hazards associated with misassembly of play yard bassinet accessories.

DATES: This rule will become effective on February 19, 2014 and will apply to all play yards manufactured or imported on or after that date. The incorporation by reference of the publication listed in this rule is approved by the Director of the **Federal Register** as of February 19, 2014.

FOR FURTHER INFORMATION CONTACT: Justin Jirgl, Compliance Officer, Office of Compliance and Field Investigations, U.S. Consumer Product Safety Commission, 4330 East West Highway, Bethesda, MD 20814; email: jjirgl@cpsc.gov.

SUPPLEMENTARY INFORMATION:

A. Background

On August 29, 2012, the Commission published a final rule establishing a

CPSC safety standard for play yards. 77 FR 52220. On the same date, the Commission published a notice of proposed rulemaking (NPR), seeking comments on the addition of a requirement to the play yard mandatory standard to address the hazards associated with play yard bassinet accessories that can be assembled without key structural elements. 77 FR 52272. The NPR was prompted by the death of an infant in a play yard bassinet accessory, in which the end support rods, which attached two of the bassinet accessory’s four sides to the play yard rails, were omitted during assembly. The other two sides were attached with plastic clips. After the infant was left to sleep, one of the plastic clips that attached the bassinet accessory to the play yard detached. Because the support rods were not in place to secure the bassinet accessory, the bassinet sleep surface tilted, and the infant slid into the corner of the tilted bassinet accessory and suffocated.

In the August 2012 NPR, we proposed a provision that would require that all “key structural elements” be permanently attached to the bassinet accessory or pass the “catastrophic failure test,” which is described in more detail in section D of this preamble. In the August 2012 NPR, the term “key structural elements” included all structures that attach the bassinet accessory to the play yard, as well as all structures that reinforce the bassinet accessory mattress by keeping it flat and stable, such as the mattress support rods.

Since publication of the August 2012 NPR, the ASTM play yard subcommittee carefully assessed the incident that prompted this requirement. The subcommittee worked closely with the ASTM bassinet/cradle subcommittee and chose to address the hazards associated with bassinet accessory misassembly in two different ASTM standards: (1) The play yard standard, ASTM F406–13, now addresses safety issues related to bassinet accessory attachment components (*i.e.*, structures

that attach the bassinet accessory to the play yard); and (2) the bassinet standard, ASTM F2194–13, *Standard Consumer Safety Specification for Bassinets and Cradles*, addresses safety issues related to mattress support rods (and all other structures that ensure that the bassinet accessory mattress is flat and stable) through the segmented mattress flatness test contained in the bassinet standard. That approach is now part of the current ASTM standard for play yards, ASTM F406–13, and for bassinets, ASTM F2194–13. Likewise, the Commission is following this approach in the CPSC standard for play yards and in the CPSC standard for bassinets and cradles. The Commission believes that this approach addresses the hazards known to CPSC staff associated with play yard bassinet misassembly.

B. The Product

ASTM F406–13 defines a “play yard” as a “framed enclosure that includes a floor and has mesh or fabric sided panels primarily intended to provide a play or sleeping environment for children. It may fold for storage or travel.” Play yards are intended for children who are less than 35 inches tall and who cannot climb out of the product. Some play yards include accessory items that attach to the product, such as mobiles, toy bars, canopies, bassinets, and changing tables. The accessory item usually attaches to the side rails or corner brackets of the play yard.

A “bassinet/cradle accessory” is defined in ASTM F406–13 as “an elevated sleep surface that attaches to a play yard designed to convert the product into a bassinet/cradle intended to have a horizontal sleep surface while in a rest (non-rocking) position.” Play yard bassinet accessories commonly consist of a textile shell that provides an elevated sleep surface within the play yard. The floor of the bassinet accessory is typically the same dimensions as the play yard floor. Usually, the segmented mattress pad that is used on the floor of