

AIRAC date	State	City	Airport	FDC No.	FDC date	Subject
21-Aug-14	FL	La Belle	La Belle Muni	4/8446	07/11/14	RNAV (GPS) RWY 14, Orig-B.
21-Aug-14	OH	Lima	Lima Allen County	4/9704	07/07/14	ILS OR LOC RWY 28, Amdt 5.
21-Aug-14	OH	Lima	Lima Allen County	4/9709	07/07/14	RNAV (GPS) RWY 28, Amdt 2.
21-Aug-14	OR	Lakeview	Lake County	4/9753	7/2/2014	RNAV (GPS) RWY 17, Orig.
21-Aug-14	OR	Lakeview	Lake County	4/9754	7/2/2014	RNAV (GPS) RWY 35, Orig.
21-Aug-14	IN	La Porte	La Porte Muni	4/9755	07/07/14	RNAV (GPS) RWY 2, Amdt 1.
21-Aug-14	FL	Lake City	Lake City Gateway	4/9761	06/30/14	RNAV (GPS) RWY 28, Amdt 1A.
21-Aug-14	MI	Houghton Lake	Roscommon County— Blodgett Memorial.	4/9789	07/08/14	RNAV (GPS) RWY 9, Amdt 2A.
21-Aug-14	MI	Houghton Lake	Roscommon County— Blodgett Memorial.	4/9790	07/08/14	VOR RWY 9, Amdt 5.
21-Aug-14	NE	Beatrice	Beatrice Muni	4/9867	07/10/14	VOR RWY 14, Amdt 18.
21-Aug-14	AR	Camden	Harrell Field	4/9899	07/08/14	RNAV (GPS) RWY 19, Amdt 1.
21-Aug-14	IA	Hampton	Hampton Muni	4/9902	07/09/14	RNAV (GPS) RWY 17, Amdt 1.
21-Aug-14	IA	Monticello	Monticello Rgnl	4/9904	07/03/14	RNAV (GPS) RWY 33, Amdt 1A.

[FR Doc. 2014-18598 Filed 8-8-14; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30970 Amdt. No. 3601]

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 11, 2014. 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 11, 2014.

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 July 18, 2014.

John Duncan,

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 21 AUGUST 2014

West Palm Beach, FL, Palm Beach County Park, RNAV (GPS) RWY 33, Orig
Chicago, IL, Chicago Midway Intl, RNAV (GPS) RWY 13L, Orig-D

Bowling Green, KY, Bowling Green-Warren County Rgnl, ILS OR LOC RWY 3, Amdt 1A

Bowling Green, KY, Bowling Green-Warren County Rgnl, RNAV (GPS) RWY 3, Amdt 1A

Weatherford, OK, Thomas P Stafford, RNAV (GPS) RWY 17, Amdt 2

Weatherford, OK, Thomas P Stafford, RNAV (GPS) RWY 35, Amdt 2

Effective 18 SEPTEMBER 2014

Grand Canyon, AZ, Valle, Takeoff Minimums and Obstacle DP, Orig

Greeley, CO, Greeley-Weld County, RNAV (GPS) RWY 28, Amdt 1

Atlanta, GA, Hartsfield-Jackson Atlanta Intl, Takeoff Minimums and Obstacle DP, Amdt 6

Thomson, GA, Thomson-McDuffie County, Takeoff Minimums and Obstacle DP, Amdt 1

Louisville, KY, Bowman Field, RNAV (GPS) RWY 24, Amdt 3

Louisville, KY, Bowman Field, VOR RWY 24, Amdt 9

Morehead, KY, Morehead-Rowan County Clyde A. Thomas Rgnl, RNAV (GPS) RWY 2, Amdt 1

Morehead, KY, Morehead-Rowan County Clyde A. Thomas Rgnl, RNAV (GPS) RWY 20, Amdt 1

Morehead, KY, Morehead-Rowan County Clyde A. Thomas Rgnl, Takeoff Minimums and Obstacle DP, Amdt 1

Westfield/Springfield, MA, Westfield-Barnes Rgnl, ILS OR LOC RWY 20, Amdt 8

Elkton, MD, Cecil County, VOR/DME RWY 31, Orig-C, CANCELED

Elkton, MD, Claremont, VOR/DME-A, Orig Ocean City, MD, Ocean City Muni, Takeoff Minimums and Obstacle DP, Amdt 3

Battle Creek, MI, W K Kellogg, RNAV (GPS) RWY 23R, Amdt 1A

Lincolnton, NC, Lincolnton-Lincoln County Rgnl, ILS Y OR LOC Y RWY 23, Orig

Lincolnton, NC, Lincolnton-Lincoln County Rgnl, ILS Z OR LOC Z RWY 23, Orig

Lincolnton, NC, Lincolnton-Lincoln County Rgnl, LOC RWY 23, Orig-B, CANCELED

Lincolnton, NC, Lincolnton-Lincoln County Rgnl, RNAV (GPS) RWY 23, Amdt 1

Gwinner, ND, Gwinner-Roger Melroe Field, RNAV (GPS) RWY 16, Amdt 4

Gwinner, ND, Gwinner-Roger Melroe Field, RNAV (GPS) RWY 34, Amdt 4

Gwinner, ND, Gwinner-Roger Melroe Field, Takeoff Minimums and Obstacle DP, Amdt 1

Newark, NJ, Newark Liberty Intl, GLS RWY 4R, Orig-D

Newark, NJ, Newark Liberty Intl, RNAV (GPS) Y RWY 4R, Amdt 1E

Newark, NJ, Newark Liberty Intl, RNAV (RNP) Z RWY 4R, Orig-D

Newark, NJ, Newark Liberty Intl, RNAV (RNP) Z RWY 29, Orig-E

Rome, NY, Griffiss Intl, VOR/DME RWY 15, Amdt 1

Greer, SC, Greenville Spartanburg Intl, ILS OR LOC/DME RWY 4, ILS RWY 4 (SA CAT I), ILS RWY 4 (CAT II), ILS RWY 4 (CAT III), Amdt 24

Dallas, TX, Collin County Rgnl at McKinney, RNAV (GPS) RWY 36, Amdt 3

Dallas, TX, Dallas Love Field, RNAV (RNP) W RWY 13L, Orig

Dallas, TX, Dallas Love Field, RNAV (RNP) X RWY 13L, Orig

Dallas-Fort Worth, TX, Dallas/Fort Worth Intl, Takeoff Minimums and Obstacle DP, Amdt 6

Fort Worth, TX, Fort Worth Alliance, ILS OR LOC RWY 34R, Amdt 6A

Fort Worth, TX, Fort Worth Alliance, RNAV (GPS) RWY 16L, Amdt 1A

Fort Worth, TX, Fort Worth Alliance, RNAV (GPS) RWY 34R, Amdt 2B

RESCINDED: On July 11, 2014 (79 FR 39970), the FAA published an Amendment in Docket No. 30963, Amdt No. 3595, to Part 97 of the Federal Aviation Regulations under section 97.33. The following entry for Akutan, AK, effective 24 July 2014 is hereby rescinded in its entirety:

Akutan, AK, Akutan, RNAV (GPS) RWY 9, Orig

[FR Doc. 2014–18596 Filed 8–8–14; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30968 Amdt. No. 3599]

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