

U.S. Code citation	Civil penalty description	Adjusted maximum civil penalty amount
12 U.S.C. 5565(c)(2)(A)	Tier 1 penalty	\$5,526
12 U.S.C. 5565(c)(2)(B)	Tier 2 penalty	27,631
12 U.S.C. 5565(c)(2)(C)	Tier 3 penalty	1,105,241
15 U.S.C. 1717a(a)(2)	Per violation	1,925
15 U.S.C. 1717a(a)(2)	Annual cap	1,924,589
12 U.S.C. 2609(d)(1)	Per failure	90
12 U.S.C. 2609(d)(1)	Annual cap	181,071
12 U.S.C. 2609(d)(2)(A)	Per failure, where intentional	181
12 U.S.C. 5113(d)(2)	Per violation	27,904
15 U.S.C. 1639e(k)(1)	First violation	11,053
15 U.S.C. 1639e(k)(2)	Subsequent violations	22,105

(b) The adjustments in paragraph (a) of this section shall apply to civil penalties assessed after January 15, 2017, regardless of when the violation for which the penalty is assessed occurred.

Dated: January 4, 2017.

**Richard Cordray,**

Director, Bureau of Consumer Financial Protection.

[FR Doc. 2017-00521 Filed 1-9-17; 4:15 pm]

**BILLING CODE 4810-AM-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 31112; Amdt. No. 3727]

**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 removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) 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 January 12, 2017. 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 January 12, 2017.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

*For Examination*

1. U.S. Department of Transportation, Docket Ops-M30, 1200 New Jersey Avenue SE., West Bldg., Ground Floor, Washington, DC 20590-0001.

2. The FAA Air Traffic Organization Service Area in which the affected airport is located;

3. The office of Aeronautical Navigation Products, 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](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 the National Flight Data Center at [nfdc.faa.gov](http://nfdc.faa.gov) to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from the FAA Air Traffic Organization Service Area in which the affected airport is located.

**FOR FURTHER INFORMATION CONTACT:** Thomas J. Nichols, 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 removes SIAPs, Takeoff Minimums and/or ODPS. The complete regulatory 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, their complex nature, and the need for a special format make publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, Takeoff Minimums or ODPs, but instead 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, Takeoff Minimums and ODP listed on FAA form documents is unnecessary. This amendment provides the affected CFR sections and specifies the types of SIAPs, Takeoff Minimums and ODPs with their applicable effective dates. This amendment also identifies the airport and its location, the procedure, and the amendment number.

**Availability and Summary of Material Incorporated by Reference**

The material incorporated by reference is publicly available as listed in the **ADDRESSES** section.

The material incorporated by reference describes SIAPs, Takeoff Minimums and/or ODPS as identified in the amendatory language for part 97 of this final rule.

## The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP, Takeoff Minimums and ODP as Amended 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 that 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 procedure under 5 U.S.C. 553(b) are impracticable and contrary to the public interest and, where applicable, under 5 U.S.C. 553(d), good cause exists for making some SIAPs effective in less than 30 days.

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, Navigation (air).

Issued in Washington, DC, on December 16, 2016.

**John S. 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 removing Standard Instrument Approach Procedures and/or Takeoff Minimums and Obstacle Departure 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(f), 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

■ 2. Part 97 is amended to read as follows:

*Effective 2 February 2017*

Auburn, AL, Auburn University Rgnl, RNAV (GPS) RWY 11, Amdt 2A  
 Geneva, AL, Geneva Muni, RNAV (GPS) RWY 11, Orig–A  
 Geneva, AL, Geneva Muni, RNAV (GPS) RWY 29, Orig–A  
 Sebastian, FL, Sebastian Muni, RNAV (GPS) RWY 5, Orig–C  
 Sebastian, FL, Sebastian Muni, RNAV (GPS) RWY 23, Orig–C  
 Madison, GA, Madison Muni, RNAV (GPS) RWY 14, Orig–A  
 St Joseph, MO, Rosecrans Memorial, RADAR 1, Amdt 2  
 Medford, WI, Taylor County, NDB RWY 34, Amdt 7, CANCELED

*Effective 2 March 2017*

Healy, AK, Healy River, RNAV (GPS) RWY 15, Orig  
 Healy, AK, Healy River, RNAV (GPS)–A, Orig  
 Nondalton, AK, Nondalton, RNAV (GPS) RWY 2, Orig–A  
 Flippin, AR, Marion County Rgnl, RNAV (GPS) RWY 4, Amdt 1  
 Flippin, AR, Marion County Rgnl, RNAV (GPS) RWY 22, Amdt 1  
 Flippin, AR, Marion County Rgnl, Takeoff Minimums and Obstacle DP, Amdt 1  
 Flippin, AR, Marion County Rgnl, VOR–A, Amdt 15  
 Clifton/Morenci, AZ, Greenlee County, RNAV (GPS)–A, Orig–A  
 Stockton, CA, Stockton Metropolitan, ILS OR LOC RWY 29R, Amdt 21  
 Stockton, CA, Stockton Metropolitan, RNAV (GPS) RWY 11L, Amdt 1  
 Stockton, CA, Stockton Metropolitan, RNAV (GPS) RWY 29R, Amdt 1  
 Rota Island, CQ, Benjamin Taisacan Manglona Intl, NDB RWY 27, Amdt 4A  
 Rota Island, CQ, Benjamin Taisacan Manglona Intl, RNAV (GPS) RWY 27, Amdt 1A

Macon, GA, Macon Downtown, Takeoff Minimums and Obstacle DP, Amdt 8  
 Clarinda, IA, Schenck Field, NDB–A, Amdt 5B, CANCELED  
 Evansville, IN, Evansville Rgnl, ILS OR LOC RWY 4, Amdt 4  
 Evansville, IN, Evansville Rgnl, ILS OR LOC RWY 22, Amdt 23  
 Madison, IN, Madison Muni, RNAV (GPS) RWY 3, Amdt 1C  
 Fort Scott, KS, Fort Scott Muni, NDB RWY 18, Amdt 12, CANCELED  
 Larned, KS, Larned-Pawnee County, NDB RWY 17, Amdt 4A, CANCELED  
 Mayfield, KY, Mayfield Graves County, VOR/DME–A, Amdt 8A  
 Tompkinsville, KY, Tompkinsville-Monroe County, RNAV (GPS) RWY 4, Amdt 1C  
 Vivian, LA, Vivian, NDB RWY 9, Amdt 2B, CANCELED  
 Lansing, MI, Capital Region Intl, ILS OR LOC RWY 10R, Amdt 11A  
 Lansing, MI, Capital Region Intl, ILS OR LOC RWY 28L, Amdt 27B  
 Perryville, MO, Perryville Rgnl, RNAV (GPS) RWY 2, Orig–A  
 Perryville, MO, Perryville Rgnl, RNAV (GPS) RWY 20, Orig–A  
 Perryville, MO, Perryville Rgnl, Takeoff Minimums and Obstacle DP, Orig–A  
 Perryville, MO, Perryville Rgnl, VOR–A, Amdt 5A  
 Shelby, MT, Shelby, NDB RWY 23, Amdt 7A  
 Shelby, MT, Shelby, RNAV (GPS) RWY 5, Orig–B  
 Shelby, MT, Shelby, RNAV (GPS) RWY 23, Amdt 2B  
 Omaha, NE., Eppley Airfield, Takeoff Minimums and Obstacle DP, Amdt 6  
 Claremont, NH, Claremont Muni, NDB–A, Amdt 1B  
 Nashua, NH, Boire Field, RNAV (GPS) RWY 14, Amdt 1C  
 Ashland, OH, Ashland County, VOR–A, Amdt 9C  
 Batavia, OH, Clermont County, RNAV (GPS) RWY 4, Amdt 1C  
 Batavia, OH, Clermont County, RNAV (GPS) RWY 22, Amdt 1D  
 Batavia, OH, Clermont County, VOR–B, Amdt 7C  
 Pittsburgh, PA, Allegheny County, RNAV (GPS) RWY 10, Amdt 4C  
 Marion, SC, Marion County, NDB RWY 4, Amdt 5, CANCELED  
 Pageland, SC, Pageland, NDB RWY 24, Amdt 1  
 Pageland, SC, Pageland, Takeoff Minimums and Obstacle DP, Amdt 1  
 Dayton, TN, Mark Anton, NDB RWY 3, Amdt 2A  
 Littlefield, TX, Littlefield Muni, NDB RWY 1, Amdt 1A, CANCELED  
 Seminole, TX, Gaines County, NDB RWY 35, Amdt 1, CANCELED  
 Provo, UT, Provo Muni, ILS OR LOC RWY 13, Amdt 3

[FR Doc. 2017–00293 Filed 1–11–17; 8:45 am]

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