

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 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 and Takeoff Minimums and ODP as amended in the transmittal. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained for each SIAP and Takeoff Minimums and ODP as modified by FDC permanent NOTAMs.

The SIAPs and Takeoff Minimums and ODPs, as modified by FDC permanent 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 and Takeoff Minimums and ODPs, 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 that created the need for these SIAP and Takeoff Minimums and ODP amendments require making them effective in less than 30 days.

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 these 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 March 10, 2017.

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 amending Standard Instrument Approach Procedures and Takeoff Minimums and ODPs, 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:

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
27-Apr-17	AK	Kenai	Kenai Muni	7/9573	2/28/17	RNAV (GPS) RWY 20R, Amdt 3.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31125; Amdt. No. 3739]

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 April 10, 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 April 10, 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.

Availability

All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit the National Flight Data Center at 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 March 10, 2017.

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 27 April 2017

Bakersfield, CA, Meadows Field, RNAV (GPS) RWY 12R, Orig
Bakersfield, CA, Meadows Field, RNAV (GPS) RWY 30L, Orig
Los Angeles, CA, Los Angeles Intl, RNAV (RNP) Z RWY 24L, Amdt 2
Ontario, CA, Ontario Intl, RNAV (GPS) Y RWY 26L, Amdt 2
Ontario, CA, Ontario Intl, RNAV (GPS) Y RWY 26R, Amdt 2
Alamosa, CO, San Luis Valley Rgnl/Bergman Field, ILS OR LOC RWY 2, Amdt 2
Alamosa, CO, San Luis Valley Rgnl/Bergman Field, RNAV (GPS) RWY 2, Amdt 1
Pahokee, FL, Palm Beach Co Glades, RNAV (GPS) RWY 17, Orig-A
Pahokee, FL, Palm Beach Co Glades, RNAV (GPS) RWY 35, Orig-A
Pahokee, FL, Palm Beach Co Glades, VOR/DME-A, Orig-A
Stuart, FL, Witham Field, RNAV (GPS) RWY 12, Amdt 1B
West Palm Beach, FL, North Palm Beach County General Aviation, ILS OR LOC RWY 8R, Amdt 1B
West Palm Beach, FL, North Palm Beach County General Aviation, RNAV (GPS) RWY 13, Orig-B
West Palm Beach, FL, North Palm Beach County General Aviation, VOR RWY 8R, Amdt 1C
West Palm Beach, FL, Palm Beach County Park, RNAV (GPS)-A, Orig-A
Dalton, GA, Dalton Muni, ILS OR LOC RWY 14, Amdt 1
Dalton, GA, Dalton Muni, RNAV (GPS) RWY 14, Amdt 1
Dalton, GA, Dalton Muni, RNAV (GPS) RWY 32, Amdt 1
Dalton, GA, Dalton Muni, Takeoff Minimums and Obstacle DP, Amdt 5
Honolulu, HI, Daniel K. Inouye Intl, Takeoff Minimums and Obstacle DP, Amdt 8A
Ottumwa, IA, Ottumwa Rgnl, ILS OR LOC RWY 31, Amdt 5E

Cairo, IL, Cairo Rgnl, NDB RWY 14, Amdt 2B
Cairo, IL, Cairo Rgnl, RNAV (GPS) RWY 32, Orig-B
Chicago/Prospect Heights/Wheeling, IL, Chicago Executive, RNAV (GPS) RWY 16, Amdt 1E
Anderson, IN, Anderson Muni-Darlington Field, ILS OR LOC RWY 30, Amdt 2
Anderson, IN, Anderson Muni-Darlington Field, NDB RWY 30, Amdt 7
Indianapolis, IN, Indianapolis Rgnl, RNAV (GPS) RWY 25, Orig-C
Logansport, IN, Logansport/Cass County, VOR-A, Amdt 7A
Marion, IN, Marion Muni, ILS OR LOC RWY 4, Amdt 7D
Peru, IN, Peru Muni, VOR RWY 1, Amdt 8C
Wabash, IN, Wabash Muni, VOR-A, Amdt 11A
Houma, LA, Houma-Terrebonne, ILS OR LOC RWY 18, Amdt 5
New Iberia, LA, Acadiana Rgnl, ILS OR LOC RWY 35, Amdt 1
New Iberia, LA, Acadiana Rgnl, RNAV (GPS) RWY 17, Amdt 1
New Iberia, LA, Acadiana Rgnl, RNAV (GPS) RWY 35, Amdt 1
New Iberia, LA, Acadiana Rgnl, Takeoff Minimums and Obstacle DP, Amdt 1
New Iberia, LA, Acadiana Rgnl, VOR OR TACAN RWY 17, Amdt 2
New Iberia, LA, Acadiana Rgnl, VOR RWY 35, Amdt 2
Cape Girardeau, MO, Cape Girardeau Rgnl, LOC/DME BC RWY 28, Amdt 8C
Charleston, MO, Mississippi County, NDB RWY 36, Amdt 4B
Gordon, NE, Gordon Muni, NDB RWY 22, Amdt 4B
Gordon, NE, Gordon Muni, RNAV (GPS) RWY 4, Amdt 1B
Gordon, NE, Gordon Muni, RNAV (GPS) RWY 22, Amdt 1A
Burns Flat, OK, Clinton-Sherman, ILS OR LOC RWY 17R, Amdt 8
Burns Flat, OK, Clinton-Sherman, Takeoff Minimums and Obstacle DP, Orig-A
Burns Flat, OK, Clinton-Sherman, VOR RWY 35L, Amdt 12
Clinton, OK, Clinton Rgnl, RNAV (GPS) RWY 17, Amdt 3
Clinton, OK, Clinton Rgnl, RNAV (GPS) RWY 35, Amdt 4
Clinton, OK, Clinton Rgnl, VOR/DME-A, Orig, CANCELED
Elk City, OK, Elk City Rgnl Business, RNAV (GPS) RWY 17, Amdt 2
Elk City, OK, Elk City Rgnl Business, RNAV (GPS) RWY 35, Amdt 2
Weatherford, OK, Thomas P Stafford, RNAV (GPS) RWY 35, Amdt 3
Latrobe, PA, Arnold Palmer Rgnl, ILS OR LOC RWY 23, Amdt 17
Latrobe, PA, Arnold Palmer Rgnl, RNAV (GPS) RWY 5, Amdt 1
Latrobe, PA, Arnold Palmer Rgnl, RNAV (GPS) RWY 23, Amdt 1
Latrobe, PA, Arnold Palmer Rgnl, Takeoff Minimums and Obstacle DP, Amdt 6
Majuro Atoll, RM, Marshall Islands Intl, NDB RWY 7, Amdt 1A
Majuro Atoll, RM, Marshall Islands Intl, NDB RWY 25, Amdt 1A
Majuro Atoll, RM, Marshall Islands Intl, RNAV (GPS) RWY 7, Orig-D
Majuro Atoll, RM, Marshall Islands Intl, RNAV (GPS) RWY 25, Orig-D

Millington, TN, Millington Rgnl Jetport, Takeoff Minimums and Obstacle DP, Orig-A
Canadian, TX, Hemphill County, RNAV (GPS) RWY 4, Amdt 2
Kerrville, TX, Kerrville Muni/Louis Schreiner Fld, NDB RWY 30, Amdt 4, CANCELED
Terrell, TX, Terrell Muni, NDB RWY 17, Amdt 4
Wheeler, TX, Wheeler Muni, RNAV (GPS) RWY 17, Orig-A, CANCELED
Wheeler, TX, Wheeler Muni, RNAV (GPS) RWY 35, Orig-A, CANCELED
Wheeler, TX, Wheeler Muni, RNAV (GPS)-A, Orig
Wheeler, TX, Wheeler Muni, RNAV (GPS)-B, Orig
Wheeler, TX, Wheeler Muni, VOR/DME-A, Amdt 2, CANCELED

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DEPARTMENT OF JUSTICE

Drug Enforcement Administration

21 CFR Part 1308

[Docket No. DEA-446]

Schedules of Controlled Substances: Temporary Placement of Six Synthetic Cannabinoids (5F-ADB, 5F-AMB, 5F-APINACA, ADB-FUBINACA, MDMB-CHMICA and MDMB-FUBINACA) into Schedule I

AGENCY: Drug Enforcement Administration, Department of Justice.
ACTION: Temporary scheduling order.

SUMMARY: The Administrator of the Drug Enforcement Administration is issuing this temporary scheduling order to schedule six synthetic cannabinoids: methyl 2-(1-(5-fluoropentyl)-1H-indazole-3-carboxamido)-3,3-dimethylbutanoate [5F-ADB]; 5F-MDMB-PINACA]; methyl 2-(1-(5-fluoropentyl)-1H-indazole-3-carboxamido)-3-methylbutanoate [5F-AMB]; N-(adamantan-1-yl)-1-(5-fluoropentyl)-1H-indazole-3-carboxamide [5F-APINACA, 5F-AKB48]; N-(1-amino-3,3-dimethyl-1-oxobutan-2-yl)-1-(4-fluorobenzyl)-1H-indazole-3-carboxamide [ADB-FUBINACA]; methyl 2-(1-(cyclohexylmethyl)-1H-indole-3-carboxamido)-3,3-dimethylbutanoate [MDMB-CHMICA, MMB-CHMINACA] and methyl 2-(1-(4-fluorobenzyl)-1H-indazole-3-carboxamido)-3,3-dimethylbutanoate [MDMB-FUBINACA], and their optical, positional, and geometric isomers, salts, and salts of isomers into schedule I pursuant to the temporary scheduling provisions of the Controlled Substances

Act. This action is based on a finding by the Administrator that the placement of these synthetic cannabinoids into schedule I of the Controlled Substances Act is necessary to avoid an imminent hazard to the public safety. As a result of this order, the regulatory controls and administrative, civil, and criminal sanctions applicable to schedule I controlled substances will be imposed on persons who handle (manufacture, distribute, reverse distribute, import, export, engage in research, conduct instructional activities or chemical analysis, or possess), or propose to handle, 5F-ADB, 5F-AMB, 5F-APINACA, ADB-FUBINACA, MDMB-CHMICA or MDMB-FUBINACA.

DATES: This temporary scheduling order is effective on April 10, 2017. This temporary order will expire on April 10, 2019, unless it is extended for an additional year or a permanent scheduling proceeding is completed.

FOR FURTHER INFORMATION CONTACT: Michael J. Lewis, Diversion Control Division, Drug Enforcement Administration; Mailing Address: 8701 Morrisette Drive, Springfield, Virginia 22152; Telephone: (202) 598-6812.

SUPPLEMENTARY INFORMATION:

Legal Authority

The Drug Enforcement Administration (DEA) implements and enforces titles II and III of the Comprehensive Drug Abuse Prevention and Control Act of 1970, as amended. 21 U.S.C. 801-971. Titles II and III are referred to as the "Controlled Substances Act" and the "Controlled Substances Import and Export Act," respectively, and are collectively referred to as the "Controlled Substances Act" or the "CSA" for the purpose of this action. The DEA publishes the implementing regulations for these statutes in title 21 of the Code of Federal Regulations (CFR), chapter II. The CSA and its implementing regulations are designed to prevent, detect, and eliminate the diversion of controlled substances and listed chemicals into the illicit market while ensuring an adequate supply is available for the legitimate medical, scientific, research, and industrial needs of the United States. Controlled substances have the potential for abuse and dependence and are controlled to protect the public health and safety.

Under the CSA, every controlled substance is classified into one of five schedules based upon its potential for abuse, its currently accepted medical use in treatment in the United States, and the degree of dependence the drug or other substance may cause. 21 U.S.C.