

this AD, if it is found that the PBE, P/N 119003–21, is within the S/N range specified in paragraph (i) of this AD, before further flight, remove the PBE and replace it with a PBE, P/N 119003–21, that does not have a S/N 004–14768M through 004–21093M or 004–02393M through 004–03033M. Do this replacement following paragraphs III.C., III.D.(4), III.D.(6), and III.D.(7) of the Accomplishment Instructions in B/E Aerospace SB No. 119003–35–013, Rev. 002, dated July 19, 2017, or replace it with another FAA-approved PBE installation. Once a discrepant PBE has been identified during an inspection or review of records, the unit must be removed before further flight. However, continued operation with fewer than required PBE is permissible if allowed by your MEL.

(k) Prohibited Installation

As of October 16, 2017 (the effective date of this AD), do not install a PBE, P/N 119003–21, that has a S/N within the range of 004–14768M through 004–21093M or 004–02393M through 004–03033M.

(l) Credit for Actions Done Following Previous Service Information

If you performed the inspection and replacement action required in paragraphs (i) and (j) of this AD before October 16, 2017 (the effective date of this AD) using B/E Aerospace SB No. 119003–35–013, Rev. 000, dated January 9, 2017, or B/E Aerospace SB No. 119003–35–013, Rev. 001, dated February 24, 2017, you have met the requirements of those paragraphs of this AD.

(m) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (n)(1) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(n) Related Information

For more information about this AD, contact David Enns, Aerospace Engineer, Wichita ACO Branch, FAA, 1801 S. Airport Road, Room 100, Wichita, Kansas 67209; phone: (316) 946–4147; fax: (316) 946–4107; email: david.enns@faa.gov.

(o) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(3) The following service information was approved for IBR on October 16, 2017.

(i) B/E Aerospace Service Bulletin No. 119003–35–013, Rev. 002, dated July 19, 2017.

(ii) Reserved

(4) The following service information was approved for IBR on July 15, 2016 (81 FR 37492, June 10, 2016).

(i) B/E Aerospace Service Bulletin No. 119003–35–009, Rev. 001, dated April 12, 2016.

(ii) B/E Aerospace Service Bulletin No. 119003–35–011, Rev. 000, dated February 4, 2015.

(5) For service information identified in this AD, contact B/E Aerospace, Inc. service information identified in this AD, contact B/E Aerospace, Inc., 10800 Pflumm Road, Commercial Aircraft Products Group, Lenexa, Kansas 66215; phone: (913) 338–9800; fax: (913) 338–8419; Internet: www.beaerospace.com.

(6) You may view this service information at FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329–4148. It is also available on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA–2017–0439.

(7) You may view this service information that is incorporated by reference at 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/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on August 30, 2017.

Melvin Johnson,

Deputy Director, Policy and Innovation Division, Aircraft Certification Service.

[FR Doc. 2017–18855 Filed 9–8–17; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 91

[Docket No. FAA–2017–0768; Amdt. No. 91–348A]

RIN 2120–AL07

Prohibition Against Certain Flights in the Damascus (OSTT) Flight Information Region (FIR); Correction

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting a final rule published on August 29, 2017. In that final rule, which became effective on the date of publication, the FAA reissued a prohibition of certain flight operations in the Damascus (OSTT) Flight Information Region (FIR) by all U.S. air carriers; U.S. commercial

operators; persons exercising the privileges of an airman certificate issued by the FAA, except such persons operating a U.S.-registered aircraft for a foreign air carrier; and operators of U.S.-registered civil aircraft, except where the operator is a foreign air carrier. The FAA inadvertently failed to include an Amendment Number for that final rule. This document corrects that error.

DATES: This final rule is effective on September 11, 2017.

FOR FURTHER INFORMATION CONTACT: Michael Filippell or Will Gonzalez, Air Transportation Division, AFS–220, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: 202–267–8166; email: michael.e.filippell@faa.gov or will.gonzalez@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On August 29, 2017, the FAA published a final rule entitled, “Prohibition Against Certain Flights in the Damascus (OSTT) Flight Information Region (FIR).” In that final rule, which became effective August 29, 2017, the FAA amended 14 CFR part 91. The FAA inadvertently failed to include an amendment number for part 91 in the heading information of the final rule. The correct amendment number is 91–348.

Correction

In the final rule, FR Doc No: 2017–18322, published on August 29, 2017, at 82 FR 40944 make the following correction:

1. On page 40944 in the heading of the final rule, revise “Amdt. No. 91–?” to read as “Amdt. No. 91–348”.

Issued in Washington, DC, under the authority provided by 49 U.S.C. 106(f), on August 29, 2017.

Lirio Liu,

Director, Office of Rulemaking.

[FR Doc. 2017–19165 Filed 9–8–17; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31150; Amdt. No. 3761]

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 September 11, 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 September 11, 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 August 11, 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 14 September 2017

Colorado City, AZ, Colorado City Muni, NDB-A, Amdt 1
 Colorado City, AZ, Colorado City Muni, RNAV (GPS) RWY 11, Orig
 Colorado City, AZ, Colorado City Muni, RNAV (GPS) RWY 29, Orig
 Phoenix, AZ, Phoenix-Mesa Gateway, RNAV (RNP) Z RWY 30C, Orig-B
 Colusa, CA, Colusa County, GPS RWY 13, Orig-A, CANCELED
 Colusa, CA, Colusa County, RNAV (GPS) RWY 31, Amdt 1
 Colusa, CA, Colusa County, RNAV (GPS)-B, Orig
 Colusa, CA, Colusa County, VOR-A, Amdt 5
 Livermore, CA, Livermore Muni, ILS RWY 25R, Amdt 8
 Livermore, CA, Livermore Muni, LOC RWY 25R, Orig
 Ontario, CA, Ontario Intl, RNAV (GPS) Y RWY 26L, Amdt 2A
 Vacaville, CA, Nut Tree, RNAV (GPS) RWY 20, Amdt 1
 Monte Vista, CO, Monte Vista Muni, GPS RWY 20, Orig-A, CANCELED
 Monte Vista, CO, Monte Vista Muni, RNAV (GPS) RWY 20, Orig
 Monte Vista, CO, Monte Vista Muni, RNAV (GPS)-B, Amdt 1
 Anderson, IN, Anderson Muni-Darlington Field, NDB RWY 30, Amdt 8
 Kentland, IN, Kentland Muni, RNAV (GPS) RWY 27, Orig
 Kentland, IN, Kentland Muni, Takeoff Minimums and Obstacle DP, Amdt 1
 Grand Rapids, MI, Gerald R Ford Intl, ILS OR LOC RWY 8R, Amdt 6B
 Grand Rapids, MI, Gerald R Ford Intl, ILS OR LOC RWY 26L, Amdt 21B
 Grand Rapids, MI, Gerald R Ford Intl, ILS OR LOC RWY 35, ILS RWY 35 (SA CAT I), ILS RWY 35 (SA CAT II), Amdt 2
 Grand Rapids, MI, Gerald R Ford Intl, RNAV (GPS) RWY 8L, Amdt 1A
 Grand Rapids, MI, Gerald R Ford Intl, RNAV (GPS) RWY 8R, Amdt 1A
 Grand Rapids, MI, Gerald R Ford Intl, RNAV (GPS) RWY 17, Amdt 1B
 Grand Rapids, MI, Gerald R Ford Intl, RNAV (GPS) RWY 26L, Amdt 1A
 Grand Rapids, MI, Gerald R Ford Intl, RNAV (GPS) RWY 26R, Amdt 1A
 Grand Rapids, MI, Gerald R Ford Intl, RNAV (GPS) RWY 35, Amdt 1A
 Staples, MN, Staples Muni, RNAV (GPS) RWY 14, Amdt 1
 Staples, MN, Staples Muni, RNAV (GPS) RWY 32, Amdt 1
 Hawthorne, NV, Hawthorne Industrial, RNAV (GPS) RWY 28, Orig

Hawthorne, NV, Hawthorne Industrial, Takeoff Minimums and Obstacle DP, Orig
 Las Vegas, NV, Mc Carran Intl, RNAV (GPS) RWY 1R, Amdt 2
 Lovelock, NV, Derby Field, RNAV (GPS) RWY 2, Amdt 1
 Lovelock, NV, Derby Field, RNAV (GPS) RWY 20, Orig
 Lovelock, NV, Derby Field, VOR-A, Amdt 1
 Caldwell, OH, Noble County, RNAV (GPS) RWY 23, Amdt 1
 Baker City, OR, Baker City Muni, RNAV (GPS) RWY 13, Amdt 2
 Columbia, SC, Columbia Metropolitan, ILS OR LOC RWY 5, Amdt 1D
 Columbia, SC, Columbia Metropolitan, ILS OR LOC RWY 29, Amdt 3H
 Columbia, SC, Columbia Metropolitan, RNAV (GPS) RWY 5, Amdt 2A
 Columbia, SC, Columbia Metropolitan, RNAV (GPS) RWY 11, Amdt 1B
 Columbia, SC, Columbia Metropolitan, RNAV (GPS) RWY 23, Amdt 2A
 Columbia, SC, Columbia Metropolitan, RNAV (GPS) RWY 29, Amdt 1B
 Watertown, SD, Watertown Rgnl, ILS OR LOC RWY 35, Amdt 11
 Watertown, SD, Watertown Rgnl, LOC BC RWY 17, Amdt 11
 Watertown, SD, Watertown Rgnl, RNAV (GPS) RWY 35, Amdt 1
 Salt Lake City, UT, South Valley Rgnl, RNAV (GPS) RWY 34, Amdt 1
 Salt Lake City, UT, South Valley Rgnl, RNAV (GPS) Z RWY 34, Orig-A, CANCELED
 Tooele, UT, Bolinder Field-Tooele Valley, ILS OR LOC RWY 17, Amdt 3
 Tooele, UT, Bolinder Field-Tooele Valley, RNAV (GPS) RWY 17, Amdt 4
 Seattle, WA, Boeing Field/King County Intl, RNAV (RNP) Z RWY 14R, Amdt 1
 Seattle, WA, Boeing Field/King County Intl, Takeoff Minimums and Obstacle DP, Amdt 8

Effective 12 October 2017

Coldfoot, AK, Coldfoot, BETTLES TWO, Graphic DP
 Coldfoot, AK, Coldfoot, RNAV (GPS) RWY 2, Amdt 2
 Coldfoot, AK, Coldfoot, RNAV (GPS)-A, Amdt 1
 Mekoryuk, AK, Mekoryuk, RNAV (GPS) RWY 23, Orig-A
 Arcata/Eureka, CA, California Redwood Coast-Humboldt County, ILS OR LOC RWY 32, Amdt 3
 Arcata/Eureka, CA, California Redwood Coast-Humboldt County, ILS Z RWY 32, Amdt 30B, CANCELED
 Arcata/Eureka, CA, California Redwood Coast-Humboldt County, RNAV (GPS) RWY 1, Amdt 2
 Arcata/Eureka, CA, California Redwood Coast-Humboldt County, RNAV (GPS) RWY 14, Amdt 1B
 Arcata/Eureka, CA, California Redwood Coast-Humboldt County, RNAV (GPS) RWY 32, Amdt 2
 Arcata/Eureka, CA, California Redwood Coast-Humboldt County, Takeoff Minimums and Obstacle DP, Amdt 8
 Arcata/Eureka, CA, California Redwood Coast-Humboldt County, VOR RWY 14, Amdt 1C

San Andreas, CA, Calaveras Co-Maury Rasmussen Field, RNAV (GPS) RWY 31, Amdt 1
 Cedar Rapids, IA, The Eastern Iowa, RNAV (GPS) RWY 27, Amdt 1A
 Cedar Rapids, IA, The Eastern Iowa, RNAV (GPS) RWY 31, Amdt 1B
 Iowa City, IA, Iowa City Muni, Takeoff Minimums and Obstacle DP, Amdt 3B
 Boise, ID, Boise Air Terminal/Gowen Fld, GOWEN THREE, Graphic DP
 Nampa, ID, Nampa Muni, ADEXE ONE, Graphic DP
 Nampa, ID, Nampa Muni, CADKI ONE, Graphic DP
 Nampa, ID, Nampa Muni, NDB-A, Amdt 1A, CANCELED
 Nampa, ID, Nampa Muni, RNAV (GPS) RWY 11, Amdt 2B
 Nampa, ID, Nampa Muni, Takeoff Minimums and Obstacle DP, Amdt 3
 Carrabassett, ME, Sugarloaf Rgnl, RNAV (GPS)-A, Orig
 Carrabassett, ME, Sugarloaf Rgnl, Takeoff Minimums and Obstacle DP, Orig
 Jackson, MS, Jackson-Medgar Wiley Evers Intl, ILS OR LOC RWY 16L, ILS RWY 16L (SA CAT I), ILS RWY 16L (CAT II), ILS RWY 16L (CAT III), Amdt 8B
 Jackson, MS, Jackson-Medgar Wiley Evers Intl, ILS OR LOC RWY 34L, Amdt 6C
 Jackson, MS, Jackson-Medgar Wiley Evers Intl, RNAV (GPS) RWY 16L, Amdt 2B
 Jackson, MS, Jackson-Medgar Wiley Evers Intl, RNAV (GPS) RWY 16R, Amdt 2B
 Jackson, MS, Jackson-Medgar Wiley Evers Intl, RNAV (GPS) RWY 34L, Amdt 3B
 Jackson, MS, Jackson-Medgar Wiley Evers Intl, RNAV (GPS) RWY 34R, Amdt 2B
 Lebanon, NH, Lebanon Muni, RNAV (GPS) RWY 7, Orig-E
 Lebanon, NH, Lebanon Muni, RNAV (GPS) RWY 25, Orig-C
 Lebanon, NH, Lebanon Muni, RNAV (GPS) RWY 36, Orig-C
 Millville, NJ, Millville Muni, RNAV (GPS) RWY 14, Orig-E
 Millville, NJ, Millville Muni, RNAV (GPS) RWY 28, Orig-B
 Millville, NJ, Millville Muni, RNAV (GPS) RWY 32, Orig-C
 Woodbine, NJ, Woodbine Muni, RNAV (GPS) RWY 19, Orig-B
 Woodbine, NJ, Woodbine Muni, VOR-A, Amdt 1B
 Jamestown, NY, Chautauqua County/Jamestown, ILS OR LOC RWY 25, Amdt 8
 Oklahoma City, OK, Sundance, RNAV (GPS) RWY 18, Amdt 1D
 Oklahoma City, OK, Sundance, RNAV (GPS) RWY 36, Amdt 1C
 Oklahoma City, OK, Sundance, Takeoff Minimums and Obstacle DP, Amdt 2
 Heber, UT, Heber City Muni—Russ McDonald Field, RNAV (GPS)-A, Amdt 3
 Heber, UT, Heber City Muni—Russ McDonald Field, Takeoff Minimums and Obstacle DP, Amdt 4
 Seattle, WA, Seattle-Tacoma Intl, Takeoff Minimums and Obstacle DP, Amdt 4A
 Parkersburg, WV, Mid-Ohio Valley Rgnl, RNAV (GPS) RWY 3, Amdt 2B
 Parkersburg, WV, Mid-Ohio Valley Rgnl, RNAV (GPS) RWY 21, Amdt 2C
 Dixon, WY, Dixon, CARBON ONE, Graphic DP

Dixon, WY, Dixon, DIXON ONE, Graphic DP
Dixon, WY, Dixon, RNAV (GPS) RWY 24,
Orig

Dixon, WY, Dixon, Takeoff Minimums and
Obstacle DP, Orig

Greybull, WY, South Big Horn County, NDB
RWY 34, Amdt 4

Greybull, WY, South Big Horn County,
RNAV (GPS) RWY 8, Amdt 1

Greybull, WY, South Big Horn County,
RNAV (GPS) RWY 34, Amdt 2

Greybull, WY, South Big Horn County,
Takeoff Minimums and Obstacle DP,
Amdt 2

Rescinded: On August 2, 2017 (82 FR 35896), the FAA published an Amendment in Docket No. 31143, Amdt No. 3755 to Part 97 of the Federal Aviation Regulations under section 97.20, 97.23, and 97.37. The following entries for Arcata/Eureka, CA, Immokalee, FL, and Mc Call, ID effective August 17, 2017, and are hereby rescinded in their entirety:

Arcata/Eureka, CA, California Redwood
Coast—Humboldt County, Takeoff
Minimums and Obstacle DP, Amdt 8
Immokalee, FL, Immokalee Rgnl, VOR RWY
18, Amdt 7

Mc Call, ID, Mc Call Muni, PEPUC TWO,
Graphic DP

[FR Doc. 2017-19073 Filed 9-8-17; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31151; Amdt. No. 3762]

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 amends, suspends, or removes 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 for the 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 September 11, 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 September 11, 2017.

ADDRESSES: Availability of matter 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 online 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 Procedures 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 (NFDC)/Permanent Notice to Airmen (P-NOTAM), and is incorporated by reference under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR 97.20. 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 on FAA form documents is unnecessary.

This amendment provides the affected CFR sections, and specifies the SIAPs and 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 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