

(2) The rated 30-minute AEO power and associated limitations must not exceed the rated takeoff power and associated limitations.

(d) Section 33.29, Instrument connection. If dependence is placed on instrumentation needed to monitor the rating's use, the applicant must make provision for the installation of that instrumentation, specify the provisions for instrumentation in the engine installation instructions, and declare them mandatory in the engine approval documentation.

(e) Section 33.87, Endurance test. In addition to the requirements of § 33.87(a) and (d), the overall test run must include a minimum of 25 hours of operation at rated 30-minute AEO power and limits, divided into periods of not less than 30 minutes, but not more than 60 minutes at rated 30-minute AEO power, and alternate periods at maximum continuous power or less.

(1) Each § 33.87(d) continuous OEI rating test period of 60 minutes duration, run at power and limits equal to or higher than the 30-minute AEO power rating, may be credited toward this requirement. Note that the test time required for the takeoff or other OEI ratings may not be counted toward the 25 hours of testing required at the 30-minute AEO power rating.

Issued in Burlington, Massachusetts, on December 15, 2017.

Robert J. Ganley,

Manager, Engine and Propeller Standards Branch, Aircraft Certification Service.

[FR Doc. 2017-27774 Filed 12-22-17; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31171; Amdt. No. 3780]

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 December 26, 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 December 26, 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 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 December 15, 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
1-Feb-18	CA	Santa Maria	Santa Maria Pub/Capt G Allan Hancock Fld.	7/0260	12/6/17	RNAV (GPS) RWY 12, Amdt 1B.
1-Feb-18	ID	Idaho Falls	Idaho Falls Rgnl	7/0469	12/6/17	ILS OR LOC RWY 20, Amdt 11H.
1-Feb-18	ID	Idaho Falls	Idaho Falls Rgnl	7/0562	12/6/17	RNAV (GPS) Y RWY 20, Amdt 1C.
1-Feb-18	PA	Lock Haven	William T Piper Memorial	7/1509	12/6/17	RNAV (GPS)-A, Orig-A.
1-Feb-18	IN	Gary	Gary/Chicago Intl	7/1676	12/6/17	RNAV (GPS) Y RWY 30, Amdt 1A.
1-Feb-18	AK	Palmer	Palmer Muni	7/2504	12/4/17	Takeoff Minimums and Obstacle DP, Amdt 2.
1-Feb-18	AK	Grayling	Grayling	7/2532	12/5/17	RNAV (GPS) RWY 17, Orig.
1-Feb-18	MO	Monroe City	Capt Ben Smith Airfield—Monroe City.	7/2581	12/4/17	RNAV (GPS) RWY 9, Orig.
1-Feb-18	MO	Monroe City	Capt Ben Smith Airfield—Monroe City.	7/2583	12/4/17	RNAV (GPS) RWY 27, Orig.
1-Feb-18	MO	Monroe City	Capt Ben Smith Airfield—Monroe City.	7/2584	12/4/17	VOR/DME—A, Amdt 2.
1-Feb-18	FL	Vero Beach	Vero Beach Muni	7/2660	12/4/17	RNAV (GPS) RWY 4, Amdt 1B.
1-Feb-18	FL	Vero Beach	Vero Beach Muni	7/2661	12/4/17	RNAV (GPS) RWY 12R, Amdt 2B.
1-Feb-18	FL	Vero Beach	Vero Beach Muni	7/2664	12/4/17	RNAV (GPS) RWY 22, Amdt 1B.
1-Feb-18	FL	Vero Beach	Vero Beach Muni	7/2666	12/4/17	RNAV (GPS) RWY 30L, Amdt 2B.
1-Feb-18	FL	Vero Beach	Vero Beach Muni	7/2668	12/4/17	VOR RWY 12R, AMDT 14C.
1-Feb-18	FL	Vero Beach	Vero Beach Muni	7/2670	12/4/17	VOR/DME RWY 30L, Amdt 4B.
1-Feb-18	AR	Pine Bluff	Grider Field	7/2693	12/6/17	VOR/DME RWY 36, Amdt 12A.
1-Feb-18	AR	Pine Bluff	Grider Field	7/2694	12/6/17	RNAV (GPS) RWY 36, Amdt 1B.
1-Feb-18	AR	Pine Bluff	Grider Field	7/2697	12/6/17	RNAV (GPS) RWY 18, Amdt 1B.
1-Feb-18	AR	Pine Bluff	Grider Field	7/2700	12/6/17	ILS OR LOC RWY 18, Amdt 3B.
1-Feb-18	AR	Pine Bluff	Grider Field	7/2702	12/6/17	Takeoff Minimums and Obstacle DP, Orig.
1-Feb-18	WI	Baraboo	Baraboo Wisconsin Dells	7/2704	12/4/17	RNAV (GPS) RWY 1, Amdt 1B.
1-Feb-18	WI	Baraboo	Baraboo Wisconsin Dells	7/2705	12/4/17	RNAV (GPS) RWY 19, Amdt 2.
1-Feb-18	WI	Baraboo	Baraboo Wisconsin Dells	7/2707	12/4/17	VOR—A, Amdt 12.
1-Feb-18	WI	Baraboo	Baraboo Wisconsin Dells	7/2709	12/4/17	LOC/DME RWY 1, Amdt 2.
1-Feb-18	WI	Baraboo	Baraboo Wisconsin Dells	7/2712	12/6/17	Takeoff Minimums and Obstacle DP, Amdt 1.
1-Feb-18	GA	Augusta	Augusta Rgnl At Bush Field.	7/2715	12/6/17	RNAV (GPS) RWY 17, Amdt 2B.
1-Feb-18	IA	Cedar Rapids	The Eastern Iowa	7/2724	12/6/17	ILS OR LOC RWY 27, Amdt 6E.
1-Feb-18	MN	Rushford	Rushford Muni	7/2744	12/4/17	RNAV (GPS) RWY 34, Orig.
1-Feb-18	MN	Rushford	Rushford Muni	7/2745	12/4/17	VOR/DME—A, Amdt 2.
1-Feb-18	MN	Rushford	Rushford Muni	7/2747	12/4/17	Takeoff Minimums and Obstacle DP, Amdt 2.
1-Feb-18	AL	Monroeville	Monroe County	7/2764	12/4/17	RNAV (GPS) RWY 21, Orig-A.

AIRAC date	State	City	Airport	FDC No.	FDC date	Subject
1-Feb-18	AL	Monroeville	Monroe County	7/2765	12/4/17	Takeoff Minimums and Obstacle DP, Orig.
1-Feb-18	AL	Monroeville	Monroe County	7/2766	12/4/17	RNAV (GPS) RWY 3, Orig-C.
1-Feb-18	AL	Monroeville	Monroe County	7/2767	12/4/17	VOR RWY 21, Amdt 10A.
1-Feb-18	AL	Monroeville	Monroe County	7/2769	12/4/17	VOR RWY 3, Amdt 10A.
1-Feb-18	MO	St Louis	Spirit Of St Louis	7/2772	12/6/17	RNAV (GPS) RWY 26L, Orig-C.
1-Feb-18	MO	St Louis	Spirit Of St Louis	7/2780	12/6/17	RNAV (GPS) RWY 8R, Orig-B.
1-Feb-18	AR	Newport	Newport Muni	7/2783	12/4/17	VOR/DME RWY 18, Amdt 4A.
1-Feb-18	AR	Newport	Newport Muni	7/2784	12/4/17	Takeoff Minimums and Obstacle DP, Orig.
1-Feb-18	AR	Newport	Newport Muni	7/2786	12/4/17	RNAV (GPS) RWY 18, Orig
1-Feb-18	AR	Newport	Newport Muni	7/2790	12/4/17	RNAV (GPS) RWY 36, Orig.
1-Feb-18	NC	Winston Salem	Smith Reynolds	7/2880	12/6/17	RNAV (GPS) RWY 33, Orig-B.
1-Feb-18	OK	Muskogee	Davis Field	7/2888	12/5/17	RNAV (GPS) RWY 13, Orig-B.
1-Feb-18	OK	Muskogee	Davis Field	7/2890	12/5/17	RNAV (GPS) RWY 22, Orig-B.
1-Feb-18	OK	Muskogee	Davis Field	7/2892	12/5/17	RNAV (GPS) RWY 31, Amdt 1C.
1-Feb-18	OK	Muskogee	Davis Field	7/2896	12/5/17	RNAV (GPS) RWY 4, Amdt 1B.
1-Feb-18	CO	Denver	Denver Intl	7/3082	12/6/17	RNAV (RNP) Z RWY 34L, Orig-B.
1-Feb-18	NY	New York	Long Island Mac Arthur	7/3146	12/6/17	RNAV (GPS) RWY 6, Amdt 2A.
1-Feb-18	NY	New York	Long Island Mac Arthur	7/3149	12/6/17	ILS OR LOC RWY 6, Amdt 25.
1-Feb-18	CO	Denver	Denver Intl	7/3175	12/6/17	RNAV (RNP) Z RWY 34R, Orig-B.
1-Feb-18	CO	Denver	Denver Intl	7/3176	12/6/17	RNAV (RNP) Z RWY 17R, Orig-B.
1-Feb-18	CO	Denver	Denver Intl	7/3178	12/6/17	RNAV (RNP) Z RWY 16R, Orig-B.
1-Feb-18	CO	Denver	Denver Intl	7/3179	12/6/17	RNAV (RNP) Z RWY 17L, Orig-B.
1-Feb-18	CO	Denver	Denver Intl	7/3180	12/6/17	RNAV (RNP) Z RWY 35L, Orig-B.
1-Feb-18	CO	Denver	Denver Intl	7/3181	12/6/17	RNAV (RNP) Z RWY 35R, Orig-B.
1-Feb-18	CO	Denver	Denver Intl	7/3182	12/6/17	RNAV (RNP) Z RWY 16L, Orig-B.
1-Feb-18	MA	Provincetown	Provincetown Muni	7/3526	12/5/17	NDB RWY 25, Amdt 2B.
1-Feb-18	NV	Reno	Reno/Tahoe Intl	7/3610	12/5/17	RNAV (RNP) Z RWY 16R, Amdt 1A.
1-Feb-18	NV	Reno	Reno/Tahoe Intl	7/3611	12/5/17	RNAV (RNP) Z RWY 16L, Amdt 1A.
1-Feb-18	NV	Reno	Reno/Tahoe Intl	7/3613	12/5/17	RNAV (GPS) X RWY 16R, Amdt 1C.
1-Feb-18	NV	Reno	Reno/Tahoe Intl	7/3614	12/5/17	RNAV (GPS) X RWY 16L, Amdt 1C.
1-Feb-18	NV	Reno	Reno/Tahoe Intl	7/3615	12/5/17	RNAV (GPS) X RWY 34R, Amdt 1.
1-Feb-18	NV	Reno	Reno/Tahoe Intl	7/3616	12/5/17	RNAV (GPS) X RWY 34L, Amdt 1.
1-Feb-18	NV	Reno	Reno/Tahoe Intl	7/3617	12/5/17	RNAV (GPS) Y RWY 34L, Orig-A.
1-Feb-18	NV	Reno	Reno/Tahoe Intl	7/3618	12/5/17	RNAV (GPS) Y RWY 34R, Orig-A.
1-Feb-18	NV	Reno	Reno/Tahoe Intl	7/3619	12/5/17	ILS OR LOC/DME RWY 34L, Orig-B.
1-Feb-18	NV	Reno	Reno/Tahoe Intl	7/3620	12/5/17	VOR-D, Amdt 7.
1-Feb-18	NV	Reno	Reno/Tahoe Intl	7/3621	12/5/17	ILS X OR LOC X RWY 16R, Orig.
1-Feb-18	NV	Reno	Reno/Tahoe Intl	7/3622	12/5/17	ILS Z OR LOC Z RWY 16R, Orig.
1-Feb-18	NV	Reno	Reno/Tahoe Intl	7/3623	12/5/17	LOC Y RWY 16R, Orig.

[FR Doc. 2017-27680 Filed 12-22-17; 8:45 am]

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 97**

[Docket No. 31168; Amdt. No. 3777]

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 December 26, 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 December 26, 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), 14 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