

impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**Environmental Review**

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures,” paragraph 5–6.5a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

**Lists of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

**Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

**PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS**

■ 1. The authority citation for part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

**§ 71.1 [Amended]**

■ 2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.11C, Airspace Designations and Reporting Points, dated August 13, 2018, and effective September 15, 2018, is amended as follows:

*Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.*

\* \* \* \* \*

**AEA PA E5 Corry, PA [Amended]**

Corry-Lawrence Airport, PA  
(Lat. 41°54'27" N, long. 79°38'28" W)

That airspace extending upward from 700 feet above the surface within a 7.4-mile radius of Corry-Lawrence Airport, and within 4-miles each side of the 140° bearing from the airport, extending from the 7.4-mile radius to 11 miles southeast of the airport.

Issued in College Park, Georgia, on February 8, 2019.  
**Ryan W. Almasy,**  
*Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.*  
[FR Doc. 2019–02688 Filed 2–19–19; 8:45 am]  
**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 31239; Amdt. No. 3840]

**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 February 20, 2019. 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 February 20, 2019.

**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](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](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 Procedures and Airspace Group, Flight Technologies and Procedures Division, Flight Standards Service, Federal Aviation Administration. Mailing Address: FAA Mike Monroney Aeronautical Center, Flight Procedures and Airspace Group, 6500 South MacArthur Blvd., Registry Bldg. 29, Room 104, 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 February 8, 2019.

**Rick Domingo,**  
Executive 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
28-Mar-19 ...	CA	Santa Rosa .....	Charles M Schulz—Sonoma County.	8/0432	1/28/19	RNAV (GPS) RWY 32, Amdt 1D.
28-Mar-19 ...	CA	El Monte .....	San Gabriel Valley .....	8/2453	1/28/19	VOR—A, Orig.
28-Mar-19 ...	KY	Lewisport .....	Hancock Co—Ron Lewis Field .....	8/5973	1/28/19	RNAV (GPS) RWY 23, Amdt 1A.
28-Mar-19 ...	WY	Newcastle .....	Mondell Field .....	8/8536	1/28/19	RNAV (GPS) RWY 32, Amdt 1.
28-Mar-19 ...	WY	Newcastle .....	Mondell Field .....	8/8538	1/28/19	RNAV (GPS) RWY 14, Amdt 1.
28-Mar-19 ...	CA	Santa Rosa .....	Charles M Schulz—Sonoma County.	8/8919	1/28/19	ILS OR LOC/DME RWY 32, Amdt 19A.
28-Mar-19 ...	CA	Santa Rosa .....	Charles M Schulz—Sonoma County.	8/8932	1/28/19	RNAV (GPS) RWY 2, Orig—D.
28-Mar-19 ...	CA	Santa Rosa .....	Charles M Schulz—Sonoma County.	8/8942	1/28/19	RNAV (GPS) RWY 14, Amdt 2A.
28-Mar-19 ...	TN	Knoxville .....	Knoxville Downtown Island .....	9/2426	1/28/19	RNAV (GPS) RWY 26, Orig—D.
28-Mar-19 ...	TN	Knoxville .....	Knoxville Downtown Island .....	9/2427	1/28/19	LOC RWY 26, Amdt 4B.
28-Mar-19 ...	NY	Farmingdale .....	Republic .....	9/3105	1/28/19	RNAV (RNP) Z RWY 14, Orig—A.
28-Mar-19 ...	NY	Farmingdale .....	Republic .....	9/3108	1/28/19	RNAV (GPS) RWY 32, Orig—A.
28-Mar-19 ...	NY	Farmingdale .....	Republic .....	9/3109	1/28/19	RNAV (GPS) RWY 19, Amdt 2D.
28-Mar-19 ...	NY	Farmingdale .....	Republic .....	9/3110	1/28/19	RNAV (GPS) RWY 1, Amdt 2C.
28-Mar-19 ...	NY	Farmingdale .....	Republic .....	9/3111	1/28/19	NDB RWY 1, Amdt 14C.
28-Mar-19 ...	NJ	Newark .....	Newark Liberty Intl .....	9/8682	2/1/19	RNAV (GPS) Z RWY 22L, Amdt 2B.
28-Mar-19 ...	NJ	Newark .....	Newark Liberty Intl .....	9/8690	2/1/19	RNAV (GPS) RWY 4L, Amdt 2D.
28-Mar-19 ...	FL	Wauchula .....	Wauchula Muni .....	9/8691	2/1/19	RNAV (GPS) RWY 18, Amdt 1B.
28-Mar-19 ...	FL	Wauchula .....	Wauchula Muni .....	9/8692	2/1/19	RNAV (GPS) RWY 36, Amdt 1B.
28-Mar-19 ...	ID	Blackfoot .....	Mccarley Fld .....	9/8913	2/5/19	RNAV (GPS)—B, Orig—A.
28-Mar-19 ...	ID	Blackfoot .....	Mccarley Fld .....	9/8914	2/5/19	RNAV (GPS)—A, Orig—A.
28-Mar-19 ...	ID	Blackfoot .....	Mccarley Fld .....	9/8915	2/5/19	VOR/DME—C, Orig—A.