

**(i) Reporting Provisions**

Although Boeing MOM-MOM-21-0089-01B specifies to report inspection findings, this AD does not require any report.

**(j) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Seattle 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in Related Information. Information may be emailed to: *9-ANM-Seattle-ACO-AMOC-Requests@faa.gov*.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

**(k) Related Information**

For more information about this AD, contact Courtney Kronenberger, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3986; email: *Courtney.A.Kronenberger@faa.gov*.

**(l) 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 the AD specifies otherwise.

(i) Boeing Multi Operator Message MOM-MOM-21-0089-01B, dated February 26, 2021.

(ii) [Reserved]

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; internet *https://www.myboeingfleet.com*.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(5) 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,

email *fedreg.legal@nara.gov*, or go to *https://www.archives.gov/federal-register/cfr/ibr-locations.html*.

Issued on March 2, 2021.

**Lance T. Gant,**

*Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2021-04713 Filed 3-3-21; 11:15 am]

**BILLING CODE 4910-13-P**

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

[Docket No. 31358; Amdt. No. 3946]

**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 March 5, 2021. 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 March 5, 2021.

**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, email *fedreg.legal@nara.gov* or go to: *https://www.archives.gov/federal-register/cfr/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 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 73169. Telephone: (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This rule amends 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 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 19, 2021.

**Wade Terrell,**

*Aviation Safety, Manager, Flight Procedures & Airspace Group, Flight Technologies and Procedures Division.*

**Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me, Title 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.
25-Mar-21 ...	KS	Manhattan .....	Manhattan Rgnl .....	0/5582	12/16/20	This NOTAM, published in Docket No. 31356, Amdt No. 3944, TL 21–07, is hereby rescinded in its entirety.
25-Mar-21 ...	IA	Red Oak .....	Red Oak Muni .....	1/0041	2/3/21	RNAV (GPS) RWY 5, Amdt 1B.
25-Mar-21 ...	IA	Red Oak .....	Red Oak Muni .....	1/0043	2/3/21	VOR/DME–A, Amdt 5.
25-Mar-21 ...	MN	Madison .....	Lac Qui Parle County .....	1/0099	2/4/21	RNAV (GPS) RWY 14, Orig-B.
25-Mar-21 ...	CA	Santa Ynez .....	Santa Ynez .....	1/0179	2/3/21	VOR OR GPS–B, Amdt 7E.
25-Mar-21 ...	OR	La Grande .....	La Grande/Union County .....	1/0225	2/3/21	RNAV (GPS) RWY 16, Orig-B.
25-Mar-21 ...	NY	Westhampton Beach	Francis S Gabreski .....	1/0235	2/3/21	TACAN RWY 24, Orig-B.
25-Mar-21 ...	NY	Westhampton Beach	Francis S Gabreski .....	1/0236	2/3/21	TACAN RWY 6, Orig-B.
25-Mar-21 ...	NY	Westhampton Beach	Francis S Gabreski .....	1/0237	2/3/21	RNAV (GPS) RWY 24, Amdt 2B.
25-Mar-21 ...	NY	Westhampton Beach	Francis S Gabreski .....	1/0238	2/3/21	RNAV (GPS) RWY 6, Amdt 2B.
25-Mar-21 ...	NY	Syracuse .....	Syracuse Hancock Intl .....	1/0254	2/4/21	RNAV (GPS) Z RWY 28, Amdt 2C.
25-Mar-21 ...	NY	Syracuse .....	Syracuse Hancock Intl .....	1/0258	2/4/21	VOR RWY 15, Amdt 23B.
25-Mar-21 ...	PA	Myerstown .....	Deck .....	1/0260	2/3/21	RNAV (GPS) RWY 19 , Orig-C.
25-Mar-21 ...	VA	Bumpass .....	Lake Anna .....	1/0261	2/3/21	RNAV (GPS) RWY 26, Orig-A.
25-Mar-21 ...	VA	Bumpass .....	Lake Anna .....	1/0263	2/3/21	RNAV (GPS) RWY 8, Orig-A.
25-Mar-21 ...	NY	Fulton .....	Oswego County .....	1/0279	2/4/21	RNAV (GPS) RWY 15, Orig-C.
25-Mar-21 ...	IL	Savanna .....	Tri-Township .....	1/0280	2/4/21	VOR–A, Orig-B.
25-Mar-21 ...	TX	Marshall .....	Harrison County .....	1/0281	2/5/21	VOR/DME–A, Amdt 4E.
25-Mar-21 ...	MO	Branson .....	Branson .....	1/0284	2/3/21	RNAV (GPS) RWY 32, Orig-A.
25-Mar-21 ...	NC	Erwin .....	Harnett Rgnl Jetport .....	1/0314	2/4/21	NDB RWY 23, Amdt 2A.
25-Mar-21 ...	VA	Luray .....	Luray Caverns .....	1/0315	2/5/21	NDB–A, Amdt 7A.
25-Mar-21 ...	VA	Luray .....	Luray Caverns .....	1/0317	2/5/21	RNAV (GPS) RWY 22, Amdt 1B.
25-Mar-21 ...	VA	Luray .....	Luray Caverns .....	1/0319	2/5/21	RNAV (GPS) RWY 4, Orig-B.
25-Mar-21 ...	VA	Luray .....	Luray Caverns .....	1/0321	2/5/21	VOR/DME–B, Amdt 3A.
25-Mar-21 ...	TX	Sonora .....	Sonora Muni .....	1/0457	2/4/21	NDB OR GPS RWY 18, Amdt 3.
25-Mar-21 ...	LA	Hammond .....	Hammond Northshore Rgnl .....	1/0584	2/5/21	RNAV (GPS) RWY 18, Amdt 1.
25-Mar-21 ...	LA	Hammond .....	Hammond Northshore Rgnl .....	1/0586	2/5/21	RNAV (GPS) RWY 31, Amdt 1.
25-Mar-21 ...	LA	Hammond .....	Hammond Northshore Rgnl .....	1/0588	2/5/21	RNAV (GPS) RWY 36, Orig.

AIRAC date	State	City	Airport	FDC No.	FDC date	Subject.
25-Mar-21 ...	MD	Salisbury .....	Salisbury-Ocean City Wicomico Rgnl.	1/1268	2/9/21	ILS OR LOC RWY 32, Amdt 8.
25-Mar-21 ...	MD	Salisbury .....	Salisbury-Ocean City Wicomico Rgnl.	1/1269	2/9/21	RNAV (GPS) RWY 23, Amdt 1A.
25-Mar-21 ...	MD	Salisbury .....	Salisbury-Ocean City Wicomico Rgnl.	1/1270	2/9/21	RNAV (GPS) RWY 5, Amdt 1.
25-Mar-21 ...	MD	Salisbury .....	Salisbury-Ocean City Wicomico Rgnl.	1/1271	2/9/21	RNAV (GPS) RWY 32, Amdt 2.
25-Mar-21 ...	LA	Alexandria .....	Alexandria Intl .....	1/1284	2/8/21	ILS OR LOC RWY 14, Amdt 1A.
25-Mar-21 ...	LA	Alexandria .....	Alexandria Intl .....	1/1285	2/8/21	RNAV (GPS) RWY 14, Amdt 1A.
25-Mar-21 ...	LA	Alexandria .....	Alexandria Intl .....	1/1286	2/8/21	RNAV (GPS) RWY 18, Amdt 1A.
25-Mar-21 ...	LA	Alexandria .....	Alexandria Intl .....	1/1287	2/8/21	RNAV (GPS) RWY 32, Amdt 1A.
25-Mar-21 ...	LA	Alexandria .....	Alexandria Intl .....	1/1288	2/8/21	VOR RWY 14, Orig-D.
25-Mar-21 ...	LA	Alexandria .....	Alexandria Intl .....	1/1289	2/8/21	VOR/DME RWY 32, Amdt 1A.
25-Mar-21 ...	LA	Alexandria .....	Alexandria Intl .....	1/1290	2/8/21	RNAV (GPS) RWY 36, Orig-B.
25-Mar-21 ...	KS	Manhattan .....	Manhattan Rgnl .....	1/1422	2/8/21	VOR-F, Amdt 1A.
25-Mar-21 ...	MN	Madison .....	Lac Qui Parle County .....	1/1991	2/4/21	RNAV (GPS) RWY 32, Orig-B.
25-Mar-21 ...	IA	Red Oak .....	Red Oak Muni .....	1/3255	2/3/21	RNAV (GPS) RWY 17, Orig.
25-Mar-21 ...	LA	Many .....	Hart .....	1/4258	2/3/21	RNAV (GPS) RWY 12, Orig-A.
25-Mar-21 ...	IL	Cahokia/St Louis .....	St Louis Downtown .....	1/5320	2/3/21	RNAV (GPS) RWY 30R, Orig-B.
25-Mar-21 ...	IL	Cahokia/St Louis .....	St Louis Downtown .....	1/5321	2/3/21	RNAV (GPS) RWY 30L, Orig-C.
25-Mar-21 ...	IL	Cahokia/St Louis .....	St Louis Downtown .....	1/5322	2/3/21	RNAV (GPS) RWY 12R, Orig-C.
25-Mar-21 ...	IL	Cahokia/St Louis .....	St Louis Downtown .....	1/5323	2/3/21	ILS OR LOC RWY 30L, Amdt 9C.
25-Mar-21 ...	OH	Bowling Green .....	Wood County .....	1/5357	2/4/21	RNAV (GPS) RWY 28, Orig-D.
25-Mar-21 ...	OH	Bowling Green .....	Wood County .....	1/5358	2/4/21	RNAV (GPS) RWY 10, Orig-E.
25-Mar-21 ...	WI	Beloit .....	Beloit .....	1/5364	2/4/21	VOR-A, Amdt 5C.
25-Mar-21 ...	IL	Alton/St Louis .....	St Louis Rgnl .....	1/5592	2/3/21	VOR-A, Amdt 9A.
25-Mar-21 ...	IL	Alton/St Louis .....	St Louis Rgnl .....	1/5593	2/3/21	RNAV (GPS) RWY 29, Amdt 1B.
25-Mar-21 ...	IL	Alton/St Louis .....	St Louis Rgnl .....	1/5594	2/3/21	RNAV (GPS) RWY 17, Amdt 1B.
25-Mar-21 ...	IL	Alton/St Louis .....	St Louis Rgnl .....	1/5595	2/3/21	RNAV (GPS) RWY 11, Amdt 2B.
25-Mar-21 ...	IL	Alton/St Louis .....	St Louis Rgnl .....	1/5596	2/3/21	NDB RWY 17, Amdt 12A.
25-Mar-21 ...	IL	Alton/St Louis .....	St Louis Rgnl .....	1/5597	2/3/21	RNAV (GPS) RWY 35, Amdt 1B.
25-Mar-21 ...	IL	Alton/St Louis .....	St Louis Rgnl .....	1/5598	2/3/21	ILS OR LOC RWY 29, Amdt 12C.
25-Mar-21 ...	MI	Manistique .....	Schoolcraft County .....	1/8558	2/4/21	RNAV (GPS) RWY 10, Orig-A.
25-Mar-21 ...	MI	Manistique .....	Schoolcraft County .....	1/8560	2/4/21	RNAV (GPS) RWY 28, Orig-A.
25-Mar-21 ...	OH	Wooster .....	Wayne County .....	1/9615	2/4/21	VOR RWY 10, Amdt 1B.
25-Mar-21 ...	FL	Jacksonville .....	Herlong Recreational .....	1/9619	2/3/21	NDB-A, Orig-B.
25-Mar-21 ...	PA	Philadelphia .....	Philadelphia Intl .....	1/9831	2/3/21	RNAV (GPS) Y RWY 9L, Amdt 1B.
25-Mar-21 ...	PA	Philadelphia .....	Philadelphia Intl .....	1/9836	2/3/21	ILS OR LOC RWY 9L, Amdt 4D.
25-Mar-21 ...	PA	Philadelphia .....	Philadelphia Intl .....	1/9838	2/3/21	ILS Z OR LOC RWY 17, Amdt 8B.
25-Mar-21 ...	PA	Philadelphia .....	Philadelphia Intl .....	1/9840	2/3/21	ILS OR LOC RWY 27R, Amdt 10H.
25-Mar-21 ...	PA	Philadelphia .....	Philadelphia Intl .....	1/9842	2/3/21	RNAV (GPS) RWY 17, Amdt 3B.
25-Mar-21 ...	KY	Owensboro .....	Owensboro-Daviess County Rgnl.	1/9845	2/4/21	RNAV (GPS) RWY 6, Amdt 1A.
25-Mar-21 ...	KY	Owensboro .....	Owensboro-Daviess County Rgnl.	1/9847	2/4/21	RNAV (GPS) RWY 18, Amdt 2A.
25-Mar-21 ...	KY	Owensboro .....	Owensboro-Daviess County Rgnl.	1/9849	2/4/21	RNAV (GPS) RWY 24, Amdt 2A.
25-Mar-21 ...	KY	Owensboro .....	Owensboro-Daviess County Rgnl.	1/9851	2/4/21	RNAV (GPS) RWY 36, Amdt 4A.
25-Mar-21 ...	PA	Bradford .....	Bradford Rgnl .....	1/9901	2/3/21	RNAV (GPS) RWY 14, Amdt 1C.
25-Mar-21 ...	PA	Bradford .....	Bradford Rgnl .....	1/9902	2/3/21	RNAV (GPS) RWY 32, Amdt 1D.
25-Mar-21 ...	NC	Wadesboro .....	Anson County—Jeff Cloud Fld	1/9914	2/5/21	RNAV (GPS) RWY 34, Amdt 2A.
25-Mar-21 ...	MA	Boston .....	General Edward Lawrence Logan Intl.	1/9915	2/3/21	ILS OR LOC RWY 33L, Amdt 5D.
25-Mar-21 ...	MA	Boston .....	General Edward Lawrence Logan Intl.	1/9917	2/3/21	RNAV (GPS) RWY 22L, Amdt 1C

[FR Doc. 2021-04619 Filed 3-4-21; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31357; Amdt. No. 3945]

#### 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 March 5, 2021. 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 March 5, 2021.

**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, email [fedreg.legal@nara.gov](mailto:fedreg.legal@nara.gov)

or go to: <https://www.archives.gov/federal-register/cfr/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 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 73169. Telephone (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This rule amends 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 8260-3, 8260-4, 8260-5, 8260-15A, 8260-15B, when required by an entry on 8260-15A, and 8260-15C.

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 or 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 typed 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 flights 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