

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 April 24, 2015.

**John 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(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

- 2. Part 97 is amended to read as follows:

*Effective 28 May 2015*

Glencoe, MN, Glencoe Muni, RNAV (GPS) RWY 13, Orig

Glencoe, MN, Glencoe Muni, RNAV (GPS) RWY 31, Amdt 1

Rutherfordton, NC, Rutherford Co—Marchman Field, Takeoff Minimums and Obstacle DP, Amdt 3

Houston, TX, Lone Star Executive, RNAV (GPS) RWY 14, Amdt 1A

Boscobel, WI, Boscobel, RNAV (GPS) RWY 25, Amdt 1

*Effective 25 June 2015*

Gary, IN, Gary/Chicago Intl, RNAV (GPS) Y RWY 12, Amdt 1

Gary, IN, Gary/Chicago Intl, RNAV (RNP) Z RWY 12, Amdt 1

Portland, OR, Portland Intl, RNAV (RNP) Y RWY 28L, Amdt 2

Portland, OR, Portland Intl, RNAV (RNP) Y RWY 28R, Amdt 2

Johnstown, PA, John Murtha Johnstown-Cambria County, VOR/DME RWY 15, Amdt 7

Johnstown, PA, John Murtha Johnstown-Cambria County, VOR/DME RWY 23, Amdt 4

Greenville, SC, Greenville Downtown, ILS Y OR LOC Y RWY 1, Orig

Greenville, SC, Greenville Downtown, ILS Z OR LOC Z RWY 1, Amdt 30

Greenville, SC, Greenville Downtown, RNAV (GPS) RWY 10, Amdt 1

Greenville, SC, Greenville Downtown, RNAV (GPS) RWY 19, Amdt 1

Greenville, SC, Greenville Downtown, RNAV (GPS) RWY 28, Orig

Richland/Ashland, VA, Hanover County Muni, RNAV (GPS) RWY 34, Orig

Buffalo, WY, Johnson County, Takeoff Minimums and Obstacle DP, Amdt 2

Sheridan, WY, Sheridan County, ILS OR LOC/DME RWY 33, Amdt 2

Sheridan, WY, Sheridan County, RNAV (GPS) RWY 15, Amdt 1

Sheridan, WY, Sheridan County, RNAV (GPS) RWY 33, Amdt 1

Sheridan, WY, Sheridan County, Takeoff Minimums and Obstacle DP, Amdt 4

Sheridan, WY, Sheridan County, VOR RWY 15, Amdt 2

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**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31017; Amdt. No. 3643]

### 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 May 21, 2015. 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 May 21, 2015.

**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](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](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:

Richard A. Dunham III, 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 May 8, 2015.

**John 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(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

■ 2. Part 97 is amended to read as follows:

*Effective 25 JUNE 2015*

Forrest City, AR, Forrest City Muni, GPS RWY 36, Orig-B, CANCELED  
 Forrest City, AR, Forrest City Muni, Takeoff Minimums and Obstacle DP, Amdt 2, CANCELED  
 Washington, DC, Manassas Rgnl/Harry P Davis Field, Takeoff Minimums and Obstacle DP, Amdt 4A  
 Homerville, GA, Homerville, NDB RWY 14, Amdt 3  
 Homerville, GA, Homerville, RNAV (GPS) RWY 14, Amdt 1  
 Homerville, GA, Homerville, RNAV (GPS) RWY 32, Amdt 1  
 Homerville, GA, Homerville, VOR/DME-A, Amdt 5  
 Boise, ID, Boise Air Terminal/Gowen Fld, ILS OR LOC/DME RWY 28R, Orig  
 Boise, ID, Boise Air Terminal/Gowen Fld, RNAV (GPS) Y RWY 28R, Amdt 5  
 Gary, IN, Gary/Chicago Intl, Takeoff Minimums and Obstacle DP, Amdt 8  
 Detroit, MI, Willow Run, RNAV (GPS) RWY 14, Amdt 1, CANCELED  
 Camdenton, MO, Camdenton Memorial-Lake Rgnl, RNAV (GPS) RWY 15, Amdt 1A  
 Camdenton, MO, Camdenton Memorial-Lake Rgnl, RNAV (GPS) RWY 33, Amdt 1A  
 Camdenton, MO, Camdenton Memorial-Lake Rgnl, VOR-A, Amdt 5B  
 Deming, NM, Deming Muni, RNAV (GPS) RWY 26, Orig, CANCELED  
 Deming, NM, Deming Muni, RNAV (GPS)-A, Orig  
 Kingston, NY, Kingston-Ulster, RNAV (GPS) RWY 15, Amdt 1

Kingston, NY, Kingston-Ulster, RNAV (GPS) RWY 33, Amdt 1

Millersburg, OH, Holmes County, GPS RWY 27, Orig, CANCELED

Millersburg, OH, Holmes County, RNAV (GPS) RWY 9, Orig

Millersburg, OH, Holmes County, RNAV (GPS) RWY 27, Orig

Millersburg, OH, Holmes County, Takeoff Minimums and Obstacle DP, Amdt 2

Millersburg, OH, Holmes County, VOR-A, Amdt 7

Corvallis, OR, Corvallis Muni, Takeoff Minimums and Obstacle DP, Amdt 6

North Bend, OR, Southwest Oregon Rgnl, COPTER ILS OR LOC RWY 4, Amdt 1

North Bend, OR, Southwest Oregon Rgnl, ILS OR LOC RWY 4, Amdt 8

North Bend, OR, Southwest Oregon Rgnl, NDB RWY 4, Amdt 6

North Bend, OR, Southwest Oregon Rgnl, RNAV (GPS) Y RWY 4, Amdt 1

North Bend, OR, Southwest Oregon Rgnl, RNAV (RNP) Z RWY 4, Amdt 1

North Bend, OR, Southwest Oregon Rgnl, Takeoff Minimums and Obstacle DP, Amdt 6

North Bend, OR, Southwest Oregon Rgnl, VOR-A, Amdt 6

North Bend, OR, Southwest Oregon Rgnl, VOR/DME RWY 4, Amdt 11

North Bend, OR, Southwest Oregon Rgnl, VOR/DME-B, Amdt 5

Tillamook, OR, Tillamook, RNAV (GPS) RWY 13, Orig-A

Bedford, PA, Bedford County, RNAV (GPS) RWY 14, Amdt 2

Bedford, PA, Bedford County, RNAV (GPS) RWY 32, Amdt 2

Wilkes-Barre/Scranton, PA, Wilkes-Barre/Scranton Intl, ILS OR LOC/DME RWY 22, Amdt 9

Brookings, SD, Brookings Rgnl, ILS OR LOC RWY 12, Orig

Brookings, SD, Brookings Rgnl, Takeoff Minimums and Obstacle DP, Amdt 2

Dallas-Fort Worth, TX, Dallas Fort/Worth Intl, ILS OR LOC RWY 36L, ILS RWY 36L (SA CAT II), Amdt 3

Mesquite, TX, Mesquite Metro, ILS OR LOC RWY 18, Amdt 1D

Mesquite, TX, Mesquite Metro, LOC/DME BC RWY 36, Amdt 4

Mesquite, TX, Mesquite Metro, RNAV (GPS) RWY 18, Amdt 1A

Mesquite, TX, Mesquite Metro, RNAV (GPS) RWY 36, Amdt 2

Mesquite, TX, Mesquite Metro, Takeoff Minimums and Obstacle DP, Amdt 4A

New Braunfels, TX, New Braunfels Rgnl, Takeoff Minimums and Obstacle DP, Amdt 1

Sturgeon Bay, WI, Door County Cherryland, SDF RWY 2, Amdt 8A, CANCELED

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31016; Amdt. No. 3642]

#### 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 May 21, 2015. 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 May 21, 2015.

**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:

Richard A. Dunham III, 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