long. 97°51′01″ W., when the Enid, Woodring Municipal Airport, OK, Class E airspace area is in effect.

**ASW OK E4 Enid Woodring Municipal Airport, OK [Amended]**

Enid, Woodring Municipal Airport, OK (Lat. 36°22′33″ N., long. 97°47′22″ W.) Woodring VOR/DME (Lat. 36°22′26″ N., long. 97°47′17″ W.) That airspace extending upward from the surface within 2.1 miles each side of the 355° radial of the Woodring VOR/DME extending from the 4.1-mile radius of Woodring Municipal Airport to 5.8 miles north of the airport, and within 2 miles each side of the 185° radial of the VOR/DME extending from the 4.1-mile radius of the airport to 5.5 miles south of the airport; excluding that portion of airspace west of long. 97°51′01″ W. is in effect.

**ASW OK E5 Enid, OK [Amended]**

Enid, Vance AFB, OK (Lat. 36°20′22″ N., long. 97°55′02″ W.) Enid, Woodring Municipal Airport, OK (Lat. 36°22′33″ N., long. 97°47′22″ W.) Woodring VOR/DME (Lat. 36°22′26″ N., long. 97°47′17″ W.) That airspace extending upward from 700 feet above the surface within 8.7 miles east and west of Vance AFB extending to 15.2 miles north and south of Vance AFB, and within a 6.6-mile radius of Woodring Municipal Airport, and within 2.4 miles each side of the 355° radial of the Woodring VOR/DME extending from the 6.6-mile radius to 7.5 miles north of the airport, and within 2.4 miles each side of the 185° radial of the Woodring VOR/DME extending from the 6.6-mile radius to 7.3 miles south of the airport. Is issued in Fort Worth, Texas, on February 8, 2016.

**Robert W. Beck,**

Manager, Operations Support Group, ATO Central Service Center.

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;


**Availability**

All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit the National Flight Data Center online at ndfc.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
procedures 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.

* * *

Effective Upon Publication

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31059; Amdt. No. 3680]

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,
 atau changes occurring in the
National Airspace System, such as the
commissioning of new navigational
facilities, adding new obstacles, or
changing air traffic requirements.

DATES: This rule is effective February
19, 2016. 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
19, 2016.

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,