

by calling (202) 267-9680. Commenters must identify the docket or notice number of this rulemaking.

All documents the FAA considered in developing this rule, including economic analyses and technical reports, may be accessed from the Internet through the Federal eRulemaking Portal referenced above.

### *C. Small Business Regulatory Enforcement Fairness Act*

The Small Business Regulatory Enforcement Fairness Act of 1996 (SBREFA) requires FAA to comply with small entity requests for information or advice about compliance with statutes and regulations within its jurisdiction. A small entity with questions regarding this document may contact its local FAA official, or the person listed under the **FOR FURTHER INFORMATION CONTACT** heading at the beginning of the preamble. To find out more about SBREFA on the Internet, visit [http://www.faa.gov/regulations\\_policies/rulemaking/sbre\\_act/](http://www.faa.gov/regulations_policies/rulemaking/sbre_act/).

### List of Subjects

#### 14 CFR Part 61

Aircraft, Airmen, Aviation safety, Teachers.

#### 14 CFR Part 141

Airmen, Educational facilities, reporting and recordkeeping requirements, Schools.

### The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends chapter I of title 14, Code of Federal Regulations, as follows:

### **PART 61—CERTIFICATION: PILOTS, FLIGHT INSTRUCTORS, AND GROUND INSTRUCTORS**

- 1. The authority citation for part 61 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 106(g), 40113, 44701–44703, 44707, 44709–44711, 45102–45103, 45301–45302.

- 2. Amend § 61.65 by revising paragraph (i) and adding paragraph (j) to read as follows:

#### **§ 61.65 Instrument rating requirements.**

\* \* \* \* \*

(i) *Use of an aviation training device.* A maximum of 20 hours of instrument time received in an aviation training device may be credited for the instrument time requirements of this section if—

- (1) The device is approved and authorized by the FAA;
- (2) An authorized instructor provides the instrument time in the device; and

(3) The FAA approved the instrument training and instrument tasks performed in the device.

(j) A person may not credit more than 20 total hours of instrument time in a flight simulator, flight training device, aviation training device, or combination toward the instrument time requirements of this section.

### **PART 141—PILOT SCHOOLS**

- 3. The authority citation for part 141 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 106(g), 40113, 44701–44703, 44707, 44709, 44711, 45102–45103, 45301–45302.

- 4. Revise § 141.41 to read as follows:

#### **§ 141.41 Flight simulators, flight training devices, aviation training devices, and training aids.**

An applicant for a pilot school certificate or a provisional pilot school certificate must show that its flight simulators, flight training devices, aviation training devices, training aids, and equipment meet the following requirements:

(a) *Flight simulators and flight training devices.* Each flight simulator and flight training device used to obtain flight training credit in an approved pilot training course curriculum must be:

- (1) Qualified under part 60 of the chapter; and
- (2) Approved by the Administrator for the tasks and maneuvers.

(b) *Aviation training devices.* Each aviation training device used to obtain flight training credit in an approved pilot training course curriculum must be evaluated, qualified, and approved by the Administrator.

(c) *Training aids and equipment.* Each training aid, including any audiovisual aid, projector, tape recorder, mockup, chart, or aircraft component listed in the approved training course outline, must be accurate and appropriate to the course for which it is used.

- 5. Amend Appendix C to part 141 by revising paragraph (b) in section 4 to read as follows:

#### **Appendix C to Part 141—Instrument Rating Course**

\* \* \* \* \*

#### **4. Flight training. \* \* \***

(b) For the use of flight simulators, flight training devices, or aviation training devices—

- (1) The course may include training in a flight simulator, flight training device, or aviation training device provided it is representative of the aircraft for which the course is approved, meets the requirements of this paragraph, and the

training is given by an authorized instructor.

(2) Credit for training in a flight simulator that meets the requirements of § 141.41(a) cannot exceed 50 percent of the total flight training hour requirements of the course or of this section, whichever is less.

(3) Credit for training in a flight training device that meets the requirements of § 141.41(a), an aviation training device that meets the requirements of § 141.41(b), or a combination of these devices cannot exceed 40 percent of the total flight training hour requirements of the course or of this section, whichever is less.

(4) Credit for training in flight simulators, flight training devices, and aviation training devices if used in combination, cannot exceed 50 percent of the total flight training hour requirements of the course or of this section, whichever is less. However, credit for training in a flight training device or aviation training device cannot exceed the limitation provided for in paragraph (b)(3) of this section.

\* \* \* \* \*

Issued in Washington, DC, under the authority of 49 U.S.C. 106(f), 44701(a)(5), and 44703(a), on November 28, 2014.

**Michael P. Huerta,**  
Administrator.

[FR Doc. 2014–28485 Filed 12–2–14; 8:45 am]

**BILLING CODE 4910–13–P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 97**

[Docket No. 30986 Amdt. No. 3615]

#### **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 revokes 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 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 3, 2014. 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 3, 2014.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

*For Examination—*

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located;

3. The National Flight Procedures Office, 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 <http://www.nfdc.faa.gov> to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue SW., Washington, DC 20591; or

2. The FAA Regional Office of the region 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 revoking SIAPs, Takeoff Minimums and/or ODPS. The complete regulators

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, in addition to their complex nature and the need for a special format make publication in the **Federal Register** expensive and impractical. Furthermore, airmen do not use the regulatory text of the SIAPs, Takeoff Minimums or ODPs, but instead refer to their depiction on charts printed by publishers of aeronautical materials. The advantages of incorporation by reference are realized and publication of the complete description of each SIAP, Takeoff Minimums and ODP listed on FAA forms is unnecessary. This amendment provides the affected CFRs and specifies the types of SIAPs and the effective dates of the associated Takeoff Minimums and ODPs. This amendment also identifies the airport and its location, the procedure, and the amendment number.

**The Rule**

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP, Takeoff Minimums and ODP as contained 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 which 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 procedures before adopting these SIAPs, Takeoff

Minimums and ODPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days.

**Conclusion**

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, and Navigation (Air).

Issued in Washington, DC, on October 24, 2014.

**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 revoking Standard Instrument Approach Procedures and/or Takeoff Minimums and/or Obstacle Departure Procedures effective at 0902 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 11 DECEMBER 2014*

Louisville, KY, Louisville Intl-Standiford Field, RNAV (GPS) Y RWY 35R, Amdt 1B  
Louisville, KY, Louisville Intl-Standiford Field, RNAV (RNP) Z RWY 35R, Orig-B  
Starkville, MS, Oktibbeha, RNAV (GPS)–A, Orig  
Starkville, MS, Oktibbeha, VOR OR GPS–B, Amdt 6A, CANCELED  
Le Roy, NY, Le Roy, RNAV (GPS) RWY 28, Orig-A

*Effective 8 JANUARY 2015*

Anchorage, AK, Ted Stevens Anchorage Intl, ILS OR LOC/DME RWY 7L, ILS RWY 7L (SA CAT I), ILS RWY 7L (SA CAT II), Amdt 4

Anchorage, AK, Ted Stevens Anchorage Intl, ILS OR LOC/DME RWY 7R, ILS RWY 7R (SA CAT I), ILS RWY 7R (CAT II), ILS RWY 7R (CAT III), Amdt 4

Hartselle, AL, Hartselle-Morgan County Regional, RNAV (GPS) RWY 18, Amdt 1

Hartselle, AL, Hartselle-Morgan County Regional, RNAV (GPS) RWY 36, Amdt 1

Rialto, CA, Rialto Muni/Miro Fld/, NDB OR GPS-A, Amdt 4, CANCELED

Rialto, CA, Rialto Muni/Miro Fld/, Takeoff Minimums and Obstacle DP, Amdt 3, CANCELED

Truckee, CA, Truckee-Tahoe, GPS RWY 19, Orig, CANCELED

Truckee, CA, Truckee-Tahoe, RNAV (GPS) RWY 11, Orig

Truckee, CA, Truckee-Tahoe, RNAV (GPS) Y RWY 20, Orig

Truckee, CA, Truckee-Tahoe, RNAV (GPS) Z RWY 20, Orig

Truckee, CA, Truckee-Tahoe, Takeoff Minimums and Obstacle DP, Amdt 5

Truckee, CA, Truckee-Tahoe, TRUCK FOUR, Graphic DP

Truckee, CA, Truckee-Tahoe, VOR/DME RNAV OR GPS-A, Amdt 5A, CANCELED

Bonifay, FL, Tri-County, NDB-A, Amdt 2, CANCELED

New Smyrna Beach, FL, New Smyrna Beach Muni, NDB RWY 29, Amdt 2A, CANCELED

St Petersburg-Clearwater, FL, St Pete-Clearwater Intl, VOR/DME-B, Orig-A, CANCELED

Cornelia, GA, Habersham County, NDB RWY 6, Amdt 2, CANCELED

Creston, IA, Creston Muni, NDB RWY 34, Amdt 2A, CANCELED

Le Mars, IA, Le Mars Muni, VOR/DME RWY 36, Amdt 4A, CANCELED

Olathe, KS, Johnson County Executive, NDB-B, Amdt 3A, CANCELED

Lafayette, LA, Lafayette Rgnl, RNAV (GPS) RWY 29, Orig-B

New Roads, LA, False River Rgnl, LOC RWY 36, Amdt 1A

New Roads, LA, False River Rgnl, NDB RWY 36, Amdt 2A

New Roads, LA, False River Rgnl, RNAV (GPS) RWY 18, Orig-A

New Roads, LA, False River Rgnl, RNAV (GPS) RWY 36, Orig-A

New Roads, LA, False River Rgnl, VOR/DME-A, Amdt 4A

Opelousas, LA, St Landry Parish-Ahart Field, NDB RWY 18, Amdt 3A, CANCELED

Oakland, MD, Garrett County, RNAV (GPS) RWY 9, Amdt 2

Oakland, MD, Garrett County, RNAV (GPS) RWY 27, Amdt 2

Oakland, MD, Garrett County, VOR/DME RWY 9, Orig

Oakland, MD, Garrett County, VOR RWY 27, Amdt 5, CANCELED

Big Rapids, MI, Roben-Hood, GPS RWY 27, Orig-B, CANCELED

Big Rapids, MI, Roben-Hood, RNAV (GPS) RWY 27, Orig

Big Rapids, MI, Roben-Hood, Takeoff Minimums and Obstacle DP, Amdt 6

Big Rapids, MI, Roben-Hood, VOR/DME-A, Amdt 8

Detroit, MI, Willow Run, RNAV (GPS) RWY 5L, Amdt 1

Detroit, MI, Willow Run, RNAV (GPS) RWY 9, Amdt 2

Ray, MI, Ray Community, RNAV (GPS)-A, Orig

Ray, MI, Ray Community, Takeoff Minimums and Obstacle DP, Orig

Great Falls, MT, Great Falls Intl, RNAV (GPS) Y RWY 21, Orig-B

Great Falls, MT, Great Falls Intl, RNAV (RNP) Z RWY 21, Orig-B

Great Falls, MT, Great Falls Intl, VOR RWY 21, Amdt 9C

Mount Olive, NC, Mount Olive Muni, RNAV (GPS) RWY 23, ORIG-A

Omaha, NE, Millard, NDB RWY 12, Amdt 10D, CANCELED

Sandusky, OH, Griffing-Sandusky, Takeoff Minimums and Obstacle DP, Amdt 2, CANCELED

Sandusky, OH, Griffing-Sandusky, VOR RWY 27, Amdt 7B, CANCELED

Sandusky, OH, Griffing-Sandusky, VOR/DME OR GPS RWY 27, Amdt 2B, CANCELED

Port Lavaca, TX, Calhoun County, RNAV (GPS) RWY 14, Amdt 2

Port Lavaca, TX, Calhoun County, RNAV (GPS) RWY 32, Orig

Richmond, VA, Richmond Intl, Takeoff Minimums and Obstacle DP, Amdt 2

Bremerton, WA, Bremerton National, RNAV (GPS) RWY 20, Amdt 1A

Crandon, WI, Crandon/Steve Conway Muni, RNAV (GPS) RWY 12, Orig

Crandon, WI, Crandon/Steve Conway Muni, RNAV (GPS) RWY 30, Orig

Crandon, WI, Crandon/Steve Conway Muni, Takeoff Minimums and Obstacle DP, Orig

Madison, WI, Dane County Rgnl-Truax Field, RNAV (GPS) RWY 18, Amdt 2C

[FR Doc. 2014-28243 Filed 12-2-14; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 97****[Docket No. 30987; Amdt. No. 3616]****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 revokes 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 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 3, 2014. 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 3, 2014.

**ADDRESSES:** Availability of matter incorporated by reference in the amendment is as follows:

*For Examination—*

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue SW., Washington, DC 20591;
2. The FAA Regional Office of the region in which the affected airport is located;
3. The National Flight Procedures Office, 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 are available online free of charge. Visit [nfdc.faa.gov](http://nfdc.faa.gov) to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue SW., Washington, DC 20591; or
2. The FAA Regional Office of the region 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 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