

AIRAC Date	State	City	Airport	FDC No.	FDC Date	Subject
28-Feb-19	IN	Fort Wayne	Smith Field	8/8464	1/11/19	RNAV (GPS) RWY 5, Orig.
28-Feb-19	ND	Watford City	Watford City Muni	8/8958	1/11/19	RNAV (GPS) RWY 30, Orig-A.
28-Feb-19	FM	Weno Island	Chuuk Intl	8/9501	1/11/19	NDB RWY 22, Orig.
28-Feb-19	FM	Weno Island	Chuuk Intl	8/9502	1/11/19	NDB RWY 4, Amdt 1.
28-Feb-19	FM	Weno Island	Chuuk Intl	8/9503	1/11/19	RNAV (GPS) RWY 22, Orig.
28-Feb-19	FM	Weno Island	Chuuk Intl	8/9508	1/11/19	RNAV (GPS) RWY 4, Amdt 1.
28-Feb-19	IL	Belleville	Scott AFB/MidAmerica	8/9728	1/11/19	ILS OR LOC RWY 32R, Orig-I.
28-Feb-19	OH	Waverly	Pike County	8/9930	1/11/19	RNAV (GPS) RWY 25, Amdt 1.
28-Feb-19	KS	Larned	Larned-Pawnee County	9/0553	1/10/19	RNAV (GPS) RWY 35, Orig-A.
28-Feb-19	OR	Mc Minnville	Mc Minnville Muni	9/1864	1/17/19	RNAV (GPS) RWY 4, Orig-B.
28-Feb-19	TX	Del Rio	Del Rio Intl	9/2477	1/18/19	RNAV (GPS) RWY 13, Amdt 2.
28-Feb-19	TX	Del Rio	Del Rio Intl	9/2478	1/18/19	ILS OR LOC RWY 13, Orig.
28-Feb-19	GA	Columbus	Columbus	9/4515	1/16/19	RNAV (GPS) RWY 13, Orig-B.
28-Feb-19	CA	San Francisco	San Francisco Intl	9/4834	1/17/19	ILS OR LOC RWY 28L, ILS RWY 28L (SA CAT II), Amdt 27A.
28-Feb-19	AR	Batesville	Batesville Rgnl	9/4883	1/17/19	Takeoff Minimums and Obstacle DP, Amdt 3.
28-Feb-19	ND	Watford City	Watford City Muni	9/5039	1/18/19	RNAV (GPS) RWY 12, Orig-B.
28-Feb-19	AL	Vernon	Lamar County	9/5051	1/18/19	RNAV (GPS) RWY 35, Orig.

[FR Doc. 2019-02073 Filed 2-13-19; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31231; Amdt. No. 3833]

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 February 14, 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 14, 2019.

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.

Availability

All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit the National Flight Data Center 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 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 December 28, 2018.

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 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(f), 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

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

Effective 31 January 2019

Eagle, CO, Eagle County Rgnl, LDA RWY 25, Amdt 1A
 Fort Lauderdale, FL, Fort Lauderdale/Hollywood Intl, RNAV (RNP) Y RWY 10L, Amdt 1C
 Montgomery, NY, Orange County, RNAV (GPS) RWY 8, Amdt 1C
 Montgomery, NY, Orange County, RNAV (GPS) RWY 22, Orig-A

Effective 28 February 2019

Selawik, AK, Selawik, RNAV (GPS) RWY 4, Orig-D
 Selawik, AK, Selawik, RNAV (GPS) RWY 27, Orig-B
 Selawik, AK, Selawik, RNAV (GPS) Y RWY 22, Orig-D
 Selawik, AK, Selawik, RNAV (GPS) Z RWY 22, Orig-C
 Selawik, AK, Selawik, VOR RWY 4, Amdt 1C
 Selawik, AK, Selawik, VOR RWY 22, Amdt 1C
 Huntsville, AL, Huntsville Executive Tom Sharp Jr Field, RNAV (GPS) RWY 18, Amdt 2B
 Huntsville, AL, Huntsville Executive Tom Sharp Jr Field, RNAV (GPS) RWY 36, Amdt 1B
 Concord, CA, Buchanan Field, LDA RWY 19R, Amdt 9
 Long Beach, CA, Long Beach/Daugherty Field/, ILS OR LOC RWY 30, Amdt 35
 Long Beach, CA, Long Beach/Daugherty Field/, RNAV (GPS) Z RWY 30, Amdt 4
 Long Beach, CA, Long Beach/Daugherty Field/, RNAV (RNP) Y RWY 30, Amdt 3

San Diego, CA, Montgomery-Gibbs Executive, ILS OR LOC RWY 28R, Amdt 4C
 San Diego, CA, Montgomery-Gibbs Executive, RNAV (GPS) RWY 28R, Amdt 1C
 Sebastian, FL, Sebastian Muni, RNAV (GPS)-A, Orig-A
 Sebastian, FL, Sebastian Muni, RNAV (GPS)-B, Orig-A
 Thomasville, GA, Thomasville Rgnl, ILS OR LOC RWY 22, Amdt 2
 Cherokee, IA, Cherokee County Rgnl, RNAV (GPS) RWY 36, Amdt 1
 Cherokee, IA, Cherokee County Rgnl, RNAV (GPS) Z RWY 36, Orig-B, CANCELED
 Storm Lake, IA, Storm Lake Muni, RNAV (GPS) RWY 17, Orig-C
 Belleville, IL, Scott AFB/MidAmerica, ILS OR LOC RWY 32L, Amdt 2A
 Chicago, IL, Chicago O'Hare Intl, ILS OR LOC RWY 4R, Amdt 7B
 Washington, IN, Daviess County, Takeoff Minimums and Obstacle DP, Orig-A
 Galliano, LA, South Lafourche Leonard Miller Jr, ILS OR LOC RWY 36, Amdt 2
 Monroe, LA, Monroe Rgnl, RNAV (GPS) RWY 14, Orig
 New Orleans, LA, Louis Armstrong New Orleans Intl, ILS OR LOC RWY 2, Amdt 19
 Bangor, ME, Bangor Intl, VOR-A, Amdt 3, CANCELED
 Warroad, MN, Warroad Intl Memorial, RNAV (GPS) RWY 31, Orig-A
 Rutherfordton, NC, Rutherfordton Co—Marchman Field, Takeoff Minimums and Obstacle DP, Amdt 4
 Manville, NJ, Central Jersey Rgnl, Takeoff Minimums and Obstacle DP, Amdt 4
 Morristown, NJ, Morristown Muni, Takeoff Minimums and Obstacle DP, Amdt 7
 Fulton, NY, Oswego County, ILS OR LOC RWY 33, Amdt 2
 Fulton, NY, Oswego County, RNAV (GPS) RWY 33, Amdt 1
 Malone, NY, Malone-Dufort, RNAV (GPS) RWY 5, Orig-B
 Malone, NY, Malone-Dufort, RNAV (GPS) RWY 23, Orig-C
 New York, NY, LaGuardia, RNAV (GPS) Y RWY 31, Orig
 New York, NY, LaGuardia, RNAV (GPS) Z RWY 31, Amdt 1F
 Rome, NY, Griffiss Intl, RNAV (GPS) RWY 33, Amdt 2A
 Cadiz, OH, Harrison County, RNAV (GPS) RWY 13, Orig-B
 Cadiz, OH, Harrison County, RNAV (GPS) RWY 31, Orig-B
 Medford, OR, Rogue Valley Intl—Medford, ILS OR LOC RWY 14, Amdt 3
 Medford, OR, Rogue Valley Intl—Medford, RNAV (GPS) Y RWY 14, Amdt 2
 Ogden, UT, Ogden-Hinckley, EMONT THREE, Graphic DP
 Ogden, UT, Ogden-Hinckley, Takeoff Minimums and Obstacle DP, Amdt 2B
 Highgate, VT, Franklin County State, RNAV (GPS) RWY 19, Amdt 1B
 Green Bay, WI, Green Bay-Austin Straubel Intl, LOC BC RWY 24, Amdt 19C
 Manitowoc, WI, Manitowoc County, ILS OR LOC RWY 17, Amdt 6
 Manitowoc, WI, Manitowoc County, VOR/DME RWY 35, Amdt 1, CANCELED

Reedsburg, WI, Reedsburg Muni, RNAV
(GPS) RWY 36, Orig-B

[FR Doc. 2019-02052 Filed 2-13-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31235; Amdt. No. 3837]

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 February 14, 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 14, 2019.

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.

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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 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.

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The Rule

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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