

# Rules and Regulations

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 21

[Docket No. FAA-2015-3031]

#### Final Primary Category Airworthiness Design Standards; AutoGyro USA, LLC (AutoGyro) Model Calidus Gyroplane

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Issuance of final Airworthiness Design Standards.

**SUMMARY:** These airworthiness design standards are issued to AutoGyro for certification of the Model Calidus gyroplane under the regulations for primary category aircraft.

**DATES:** These airworthiness design standards are effective November 16, 2015.

**FOR FURTHER INFORMATION CONTACT:** Gary Roach, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 10101 Hillwood Pkwy., Fort Worth, Texas 76177; telephone (817) 222-5110; email [gary.b.roach@faa.gov](mailto:gary.b.roach@faa.gov).

**SUPPLEMENTARY INFORMATION:** Any person may obtain a copy of this information by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**.

#### Background

The “primary” category for aircraft was created specifically for the simple, low performance personal aircraft. Section 21.17(f) provides a means for applicants to propose airworthiness standards for their particular primary category aircraft. The FAA procedure establishing appropriate airworthiness standards includes reviewing and possibly revising the applicant’s proposal, publication of the submittal in the **Federal Register** for public review

and comment, and addressing the comments. After all necessary revisions, the standards are published as approved FAA airworthiness standards.

#### Comments

Proposed Primary Category Airworthiness Design Standards; AutoGyro USA, LLC (AutoGyro) Model Calidus Gyroplanes was published in the **Federal Register** on July 24, 2015 (80 FR 43969). One supportive comment was received, and the airworthiness design standards are adopted as proposed.

#### Applicability

These airworthiness design standards under the primary category rule are applicable to the Autogyro Model Calidus gyroplane. Should Autogyro wish to apply these airworthiness design standards to other gyroplane models, Autogyro must submit a new airworthiness design standard application under the primary rule category.

#### Conclusion

This action affects only certain airworthiness design standards on the Autogyro Model Calidus gyroplane. It is not a standard of general applicability and it affects only the applicant who applied to the FAA for approval of these features on the gyroplane.

#### Citation

The authority citation for these airworthiness standards is as follows:

**Authority:** 49 U.S.C. 106(g), 40113 and 44701.

#### Final Airworthiness Standards for Acceptance Under the Primary Category Rule

For Aircraft Certification and the Powerplant Installation:

Section T Light Gyroplanes, of the British Civil Airworthiness Requirements (BCAR), Issue 3, dated August 12, 2005.

14 CFR 27.853(a) and (c)(1) Amdt 27-37 Compartment Interior; §§ 23.735(a) through (c) Amdt 23-62 Brakes except that the reference to § 23.75 is replaced with Section T75 of BCAR Section T, Issue 3; §§ 27.735(a) and (c)(1) Amdt 27-21 Brakes; §§ 27.1365(b) and (c) Amdt 27-35 Electrical Cables; and § 27.1561(a) Safety Equipment, as applicable to these aircraft.

For Engine Assembly Certification:

ASTM F2339-06 (2009), “Standard Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft,” except paragraph A1.1.3.

For Propeller Certification:

Section T Light Gyroplanes, of the BCAR, Issue 3, dated August 12, 2005; ASTM F2506-10 (2009), “Standard Specification for Design and Testing of Fixed-Pitch or Ground Adjustable Light Sport Aircraft Propellers,” paragraph 5.5 Propeller Strength and Endurance and Section 6 Tests and Inspections.

Issued in Fort Worth, Texas, on October 8, 2015.

**Lance T. Gant,**

*Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 2015-26269 Filed 10-14-15; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31038; Amdt. No. 3662]

#### 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 October 15, 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 October 15, 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 CFRs, 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/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 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 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 September 11, 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 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(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

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

**§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, 97.35 [Amended]**

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
15-Oct-15 ...	OH	Bluffton .....	Bluffton .....	5/1402	08/31/15	Takeoff Minimums and (Obstacle) DP, Amdt 1.
15-Oct-15 ...	ND	Minot .....	Minot Intl .....	5/1800	9/1/2015	RNAV (GPS) RWY 8, Orig.
15-Oct-15 ...	OK	Sallisaw .....	Sallisaw Muni .....	5/2106	08/31/15	RNAV (GPS) RWY 35, Orig.
15-Oct-15 ...	MN	Paynesville .....	Paynesville Muni .....	5/2266	9/1/2015	RNAV (GPS) RWY 11, Amdt 1A.
15-Oct-15 ...	MN	Paynesville .....	Paynesville Muni .....	5/2267	9/1/2015	RNAV (GPS) RWY 29, Amdt 1A.
15-Oct-15 ...	GA	Baxley .....	Baxley Muni .....	5/3147	9/2/2015	RNAV (GPS) RWY 26, Amdt 1A.
15-Oct-15 ...	GA	Baxley .....	Baxley Muni .....	5/3149	9/2/2015	NDB RWY 8, Amdt 2A.
15-Oct-15 ...	GA	Baxley .....	Baxley Muni .....	5/3150	9/2/2015	RNAV (GPS) RWY 8, Amdt 1A.
15-Oct-15 ...	SC	Beaufort .....	Beaufort County .....	5/3154	9/2/2015	RNAV (GPS) RWY 7, Amdt 1A.
15-Oct-15 ...	MI	Niles .....	Jerry Tyler Memorial .....	5/3886	08/20/15	RNAV (GPS) RWY 15, Orig-B.
15-Oct-15 ...	OH	Mansfield .....	Mansfield Lahm Rgnl .....	5/5015	08/06/15	RNAV (GPS) RWY 5, Orig-A.
15-Oct-15 ...	IA	Creston .....	Creston Muni .....	5/5543	08/31/15	RNAV (GPS) RWY 34, Amdt 1A.
15-Oct-15 ...	TX	Dallas .....	Collin County Rgnl At Mc Kinney.	5/5837	08/31/15	RNAV (GPS) RWY 36, Amdt 3.
15-Oct-15 ...	FL	Tallahassee .....	Tallahassee Intl .....	5/5956	08/31/15	RNAV (GPS) RWY 18, Amdt 1B.
15-Oct-15 ...	NJ	Wildwood .....	Cape May County .....	5/5964	08/26/15	RNAV (GPS) RWY 10, Orig-C.
15-Oct-15 ...	NJ	Wildwood .....	Cape May County .....	5/5967	08/26/15	RNAV (GPS) RWY 19, Orig-D.
15-Oct-15 ...	NJ	Wildwood .....	Cape May County .....	5/5968	08/26/15	LOC RWY 19, Amdt 6E.
15-Oct-15 ...	NJ	Wildwood .....	Cape May County .....	5/5969	08/26/15	VOR-A, Amdt 3D.
15-Oct-15 ...	WI	Appleton .....	Outagamie County Rgnl ..	5/6209	08/24/15	RNAV (GPS) RWY 21, Amdt 2.
15-Oct-15 ...	WI	Appleton .....	Outagamie County Rgnl ..	5/6214	08/24/15	VOR/DME RWY 21, Amdt 1A.
15-Oct-15 ...	MN	Jackson .....	Jackson Muni .....	5/6400	08/26/15	RNAV (GPS) RWY 31, Amdt 1.
15-Oct-15 ...	MN	Jackson .....	Jackson Muni .....	5/6402	08/26/15	RNAV (GPS) RWY 13, Amdt 1.
15-Oct-15 ...	CA	Palo Alto .....	Palo Alto Arpt Of Santa Clara Co.	5/7436	08/26/15	GPS RWY 31, Amdt 1B.
15-Oct-15 .....	DE	Georgetown .....	Sussex County .....	5/7607	08/26/15	RNAV (GPS) RWY 22, Amdt 2A.
15-Oct-15 ...	DE	Georgetown .....	Sussex County .....	5/7608	08/26/15	RNAV (GPS) RWY 4, Amdt 2.
15-Oct-15 ...	DE	Georgetown .....	Sussex County .....	5/7609	08/26/15	VOR RWY 22, Amdt 7.
15-Oct-15 ...	DE	Georgetown .....	Sussex County .....	5/7610	08/26/15	Takeoff Minimums and (Obstacle) DP, Amdt 4.
15-Oct-15 ...	MI	Detroit .....	Detroit Metropolitan Wayne County.	5/7669	08/31/15	ILS PRM RWY 22L, (SIMULTANEOUS CLOSE PARALLEL), Orig-E.
15-Oct-15 ...	TX	Midland .....	Midland Intl .....	5/7670	08/31/15	ILS OR LOC RWY 10, Amdt 16A.
15-Oct-15 ...	AR	Decatur .....	Crystal Lake .....	5/7804	09/01/15	Takeoff Minimums and (Obstacle) DP, Amdt 1.
15-Oct-15 ...	KS	Phillipsburg .....	Phillipsburg Muni .....	5/7811	08/31/15	Takeoff Minimums and (Obstacle) DP, Orig.
15-Oct-15 ...	TX	Palacios .....	Palacios Muni .....	5/7819	08/31/15	VOR RWY 13, Amdt 10C.
15-Oct-15 ...	SD	Brookings .....	Brookings Rgnl .....	5/7822	08/31/15	ILS OR LOC RWY 12, Orig.
15-Oct-15 ...	TX	Cleveland .....	Cleveland Muni .....	5/7827	08/31/15	VOR-A, Amdt 4C.
15-Oct-15 ...	TX	Cleveland .....	Cleveland Muni .....	5/7830	08/31/15	RNAV (GPS) RWY 16, Orig-A.
15-Oct-15 ...	MN	Glenwood .....	Glenwood Muni .....	5/7835	08/26/15	RNAV (GPS) RWY 15, Orig-A.
15-Oct-15 ...	MN	Glenwood .....	Glenwood Muni .....	5/7837	08/26/15	VOR RWY 33, Amdt 2A.
15-Oct-15 ...	MN	Glenwood .....	Glenwood Muni .....	5/7838	08/26/15	RNAV (GPS) RWY 33, Amdt 1A.
15-Oct-15 ...	KS	Colby .....	Shalz Field .....	5/8100	08/31/15	RNAV (GPS) RWY 35, Amdt 1.
15-Oct-15 ...	LA	Shreveport .....	Shreveport Downtown .....	5/8422	08/31/15	LOC RWY 14, Amdt 4E.
15-Oct-15 ...	LA	Shreveport .....	Shreveport Downtown .....	5/8423	08/31/15	RNAV (GPS) RWY 14, Orig-B.
15-Oct-15 ...	TX	Port Lavaca .....	Calhoun County .....	5/8426	9/2/2015	VOR/DME-A, Amdt 4B.
15-Oct-15 ...	MN	Windom .....	Windom Muni .....	5/8568	08/31/15	RNAV (GPS) RWY 17, Orig.
15-Oct-15 ...	WI	Prairie Du Chien .....	Prairie Du Chien Muni .....	5/8874	08/26/15	RNAV (GPS) RWY 32, Orig-B.
15-Oct-15 ...	WI	Prairie Du Chien .....	Prairie Du Chien Muni .....	5/8875	08/26/15	RNAV (GPS) RWY 29, Orig-B.
15-Oct-15 ...	LA	Lafayette .....	Lafayette Rgnl/Paul Fournet Field.	5/8917	08/31/15	ILS OR LOC/DME RWY 4R, Amdt 2B.
15-Oct-15 ...	LA	Lafayette .....	Lafayette Rgnl/Paul Fournet Field.	5/8928	08/31/15	ILS OR LOC RWY 22L, Amdt 5B.
15-Oct-15 ...	AL	Dothan .....	Dothan Rgnl .....	5/9171	08/12/15	COPTER VOR RWY 36, Amdt 1A.
15-Oct-15 ...	NC	Burlington .....	Burlington-Alamance Rgnl	5/9539	09/01/15	ILS Y OR LOC/NDB Y RWY 6, Orig.
15-Oct-15 ...	NC	Burlington .....	Burlington-Alamance Rgnl	5/9543	09/01/15	ILS Z OR LOC/NDB Z RWY 6, Amdt 2A.

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 97

[Docket No. 31037; Amdt. No. 3661]

**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 October 15, 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 October 15, 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 CFRs 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