

Sheboygan, WI, Sheboygan County Memorial, RNAV (GPS) RWY 22, Amdt 3  
 Sheboygan, WI, Sheboygan County Memorial, Takeoff Minimums and Obstacle DP, Amdt 2  
 Sheboygan, WI, Sheboygan County Memorial, VOR RWY 22, Amdt 9

[FR Doc. 2012-28990 Filed 11-30-12; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30872; Amdt. No. 3507]

#### 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, 2012. 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, 2012.

**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 Form 8260, as modified by the National Flight Data Center (FDC)/Permanent Notice to Airmen (P-NOTAM), and is incorporated by reference in the amendment under 5 U.S.C. 552(a), 14 CFR part 51, and § 97.20 of Title 14 of the Code of Federal Regulations.

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 in FAA form documents is unnecessary. This amendment provides the affected CFR sections and specifies the types of SIAP and the corresponding effective dates. 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 as amended in the transmittal. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained for each SIAP as modified by FDC/P-NOTAMs.

The SIAPs, as modified by FDC P-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, 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 which created the need for all these SIAP amendments requires making them effective in less than 30 days.

Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making these 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 November 9, 2012.

**John M. Allen,**

*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, 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.

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

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

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
13-Dec-12 ..	IA	Davenport .....	Davenport Muni .....	2/1130	10/30/12	RNAV (GPS) RWY 21, Amdt 1A.
13-Dec-12 ..	IA	Keokuk .....	Keokuk Muni .....	2/1222	10/30/12	ILS OR LOC/DME RWY 26, Orig-B.
13-Dec-12 ..	IA	Keokuk .....	Keokuk Muni .....	2/1224	10/30/12	RNAV (GPS) RWY 14, Orig-A.
13-Dec-12 ..	IA	Keokuk .....	Keokuk Muni .....	2/1241	10/30/12	RNAV (GPS) RWY 32, Orig-A.
13-Dec-12 ..	IA	Keokuk .....	Keokuk Muni .....	2/1242	10/30/12	NDB RWY 26, Amdt 1.
13-Dec-12 ..	IA	Keokuk .....	Keokuk Muni .....	2/1244	10/30/12	NDB RWY 14, Amdt 12.
13-Dec-12 ..	IA	Keokuk .....	Keokuk Muni .....	2/1245	10/30/12	RNAV (GPS) RWY 26, Orig-A.
13-Dec-12 ..	IA	Keokuk .....	Keokuk Muni .....	2/1246	10/30/12	RNAV (GPS) RWY 8, Orig-A.
13-Dec-12 ..	ID	Coeur D'Alene .....	Coeur D'Alene—Pappy Boyington Field.	2/1607	10/30/12	NDB RWY 5, Amdt 2B.
13-Dec-12 ..	ID	Coeur D'Alene .....	Coeur D'Alene—Pappy Boyington Field.	2/1608	10/30/12	ILS OR LOC/DME RWY 5, Amdt 5B.
13-Dec-12 ..	ID	Coeur D'Alene .....	Coeur D'Alene—Pappy Boyington Field.	2/1609	10/30/12	VOR RWY 5, Orig-A.
13-Dec-12 ..	ID	Coeur D'Alene .....	Coeur D'Alene—Pappy Boyington Field.	2/1610	10/30/12	VOR/DME RWY 1, Amdt 2.
13-Dec-12 ..	NY	New York .....	John F Kennedy Intl .....	2/4677	11/02/12	ILS RWY 4R, ILS RWY 4R (CAT II), ILS RWY 4R (CAT III), Amdt 29B.
13-Dec-12 ..	NY	New York .....	John F Kennedy Intl .....	2/4678	11/05/12	RNAV (GPS) Y RWY 4R, Amdt 1C.
13-Dec-12 ..	NY	New York .....	John F Kennedy Intl .....	2/4679	11/02/12	ILS RWY 4L, Amdt 10A.
13-Dec-12 ..	NY	New York .....	John F Kennedy Intl .....	2/4680	11/02/12	RNAV (GPS) Y RWY 4L, Amdt 1B.
13-Dec-12 ..	NY	New York .....	John F Kennedy Intl .....	2/4681	11/02/12	RNAV (RNP) Z RWY 4R, Orig-A.
13-Dec-12 ..	NY	New York .....	John F Kennedy Intl .....	2/4682	11/02/12	RNAV (RNP) Z RWY 4L, Orig-A.
13-Dec-12 ..	MS	Jackson .....	Jackson-Evers Intl .....	2/4886	11/05/12	RNAV (GPS) RWY 16L, Amdt 1.
13-Dec-12 ..	ME	Portland .....	Portland Intl Jetport .....	2/4887	11/02/12	ILS OR LOC RWY 29, ILS RWY 29 (SA CAT I), ILS RWY 29 (SA CAT II), Amdt 3.
13-Dec-12 ..	MS	Jackson .....	Jackson-Evers Intl .....	2/4888	11/02/12	ILS RWY 16L, ILS RWY 16L (CAT II), ILS RWY 16L (CAT III), Amdt 7D.
13-Dec-12 ..	ME	Portland .....	Portland Intl Jetport .....	2/4892	11/02/12	RNAV (GPS) RWY 29, Amdt 2.
13-Dec-12 ..	IL	Morris .....	Morris Muni—James R. Washburn Field.	2/6285	10/30/12	RNAV (GPS) RWY 18, Orig-A.
13-Dec-12 ..	OR	North Bend .....	Southwest Oregon Rgnl .....	2/6880	10/30/12	ILS OR LOC RWY 4, Amdt 7A.

[FR Doc. 2012-28980 Filed 11-30-12; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF COMMERCE****National Oceanic and Atmospheric Administration****15 CFR Part 902****50 CFR Part 300**

[Docket No. 110209128-2641-02]

RIN 0648-BA85

**International Fisheries; Western and Central Pacific Fisheries for Highly Migratory Species; Transshipping, Bunkering, Reporting, and Purse Seine Discard Requirements**

**AGENCY:** National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

**ACTION:** Final rule.

**SUMMARY:** NMFS issues regulations under the authority of the Western and Central Pacific Fisheries Convention Implementation Act (WCPFC Implementation Act) to implement requirements for U.S. fishing vessels used for commercial fishing that offload or receive transshipments of highly migratory species (HMS), U.S. fishing vessels used for commercial fishing that provide bunkering or other support services to fishing vessels, and U.S. fishing vessels used for commercial fishing that receive bunkering or engage in other support services, in the area of application of the Convention on the Conservation and Management of Highly Migratory Fish Stocks in the Western and Central Pacific Ocean (Convention). Some of the requirements also apply to transshipments of fish caught in the area of application of the Convention (Convention Area) and transshipped elsewhere. NMFS also issues requirements regarding notification of entry into and exit from the "Eastern High Seas Special Management Area" (Eastern SMA) and requirements relating to discards from purse seine fishing vessels. This action is necessary for the United States to implement decisions of the Commission for the Conservation and Management of Highly Migratory Fish Stocks in the Western and Central Pacific Ocean (Commission or WCPFC) and to satisfy its obligations under the Convention, to which it is a Contracting Party.

**DATES:** This rule is effective January 2, 2013.

**ADDRESSES:** Copies of supporting documents that were prepared for this final rule, including the regulatory impact review (RIR) and the Environmental Assessment (EA), as well as the proposed rule, are available via the Federal e-Rulemaking portal, at <http://www.regulations.gov>. Those documents, and the small entity compliance guide(s) prepared for this final rule, are also available from NMFS at the following address: Michael D. Tosatto, Regional Administrator, NMFS Pacific Islands Regional Office (PIRO), 1601 Kapiolani Blvd., Suite 1110, Honolulu, HI 96814-4700. The initial regulatory flexibility analysis (IRFA) and final regulatory flexibility analysis (FRFA) prepared under the authority of the Regulatory Flexibility Act (RFA) are included in the proposed rule and this final rule, respectively.

Written comments regarding the burden-hour estimates or other aspects of the collection-of-information requirements contained in this final rule may be submitted to Michael D. Tosatto, Regional Administrator, NMFS PIRO (see address above) and by email to [OIRA\\_Submission@omb.eop.gov](mailto:OIRA_Submission@omb.eop.gov) or fax to (202) 395-7285.

**FOR FURTHER INFORMATION CONTACT:** Rini Ghosh, NMFS PIRO, 808-944-2273.

**SUPPLEMENTARY INFORMATION:****Background**

On February 15, 2012, NMFS published a proposed rule in the **Federal Register** (77 FR 8759) to revise regulations at 50 CFR part 300, subpart O, in order to implement certain decisions of the WCPFC. The proposed rule was open to public comment through April 16, 2012.

This final rule is issued under the authority of the WCPFC Implementation Act (16 U.S.C. 6901 *et seq.*), which authorizes the Secretary of Commerce, in consultation with the Secretary of State and the Secretary of the Department in which the United States Coast Guard is operating (currently the Department of Homeland Security), to promulgate such regulations as may be necessary to carry out the obligations of the United States under the Convention, including the decisions of the WCPFC. The authority to promulgate regulations has been delegated to NMFS.

This final rule implements provisions in Conservation and Management Measures (CMMs) adopted by the WCPFC, particularly CMMs 2009-06, 2009-01, 2010-02, and 2009-02. The preamble to the proposed rule includes further background information, including information on the Convention and the WCPFC, as well as

detailed information about each of the CMMs being implemented in this rule, and the basis for the proposed regulations.

**New Requirements**

This final rule establishes the following requirements:

**1. Transshipment Reporting Requirements**

The owner and operator (operator means, with respect to any vessel, the master or other individual aboard and in charge of that vessel) of any U.S. fishing vessel used for commercial fishing that transships HMS in the Convention Area, whether from an offloading vessel or to a receiving vessel, or that transships HMS caught in the Convention Area, whether from an offloading vessel or to a receiving vessel, is required to ensure the completion of and submission to NMFS of a transshipment report for each transshipment. The form required to be used for these reports is available from the NMFS Pacific Islands Regional Administrator. A separate report is required for each transshipment.

The information specified on the report form must be recorded on the form within 24 hours of completion of the transshipment. The requirements for transshipments on the high seas and for emergency transshipments (i.e., a transshipment conducted under circumstances of force majeure or other serious mechanical breakdown that could reasonably be expected to threaten the health or safety of the vessel or crew or cause a significant financial loss through fish spoilage) that would otherwise be prohibited are slightly different than the requirements for all other transshipments. For transshipment on the high seas and for emergency transshipments that would otherwise be prohibited, the report must be submitted by email or fax to the address specified by the NMFS Pacific Islands Regional Administrator no later than 10 calendar days after completion of the transshipment. The report can be submitted without signatures to accommodate vessels that remain at sea for more than 10 days after completion of the transshipment and that do not have fax or email capabilities. In such circumstances, for example, the information required on the form could be communicated via radio to a shore agent, and the shore agent could email or fax the form to NMFS within the 10-day deadline, which would enable NMFS to submit the report to the Commission within the 15-day due date under CMM 2009-06.

The original, signed copy of the report for high seas or emergency