

POLLL, GA	WP	(lat. 34°08'57" N., long. 84°46'50" W.)
DAISI, GA	WP	(lat. 34°26'08" N., long. 84°25'51" W.)
T-294 HEFIN, AL to GRANT, GA [New]		
HEFIN, AL	Fix	(lat. 33°35'55" N., long. 85°25'11" W.)
BBAIT, GA	WP	(lat. 33°07'14" N., long. 84°46'13" W.)
JMPPR, GA	WP	(lat. 32°57'42" N., long. 84°33'19" W.)
GRANT, GA	Fix	(lat. 32°49'45" N., long. 84°22'36" W.)
T-296 JMPPR, GA to TACKL, GA [New]		
JMPPR, GA	WP	(lat. 32°57'42" N., long. 84°33'19" W.)
BBASS, GA	WP	(lat. 33°11'33" N., long. 83°59'21" W.)
TATRS, GA	WP	(lat. 33°20'37" N., long. 83°51'37" W.)
TACKL, GA	WP	(lat. 33°44'25" N., long. 83°30'31" W.)
T-297 PAIRA, GA to REELL, GA [New]		
PAIRA, GA	WP	(lat. 32°31'48" N., long. 84°31'42" W.)
NFTRY, GA	WP	(lat. 33°02'03" N., long. 85°09'06" W.)
HEFIN, AL	Fix	(lat. 33°35'55" N., long. 85°25'11" W.)
RKMRT, GA	WP	(lat. 34°03'37" N., long. 85°15'03" W.)
CHTTE, GA	WP	(lat. 34°23'18" N., long. 84°52'55" W.)
DAISI, GA	WP	(lat. 34°26'08" N., long. 84°25'51" W.)
AWSON, GA	Fix	(lat. 34°28'49" N., long. 83°59'03" W.)
REELL, GA	WP	(lat. 34°01'33" N., long. 83°31'44" W.)
T-319 CCLAY, GA to BLEWW, GA [New]		
CCLAY, GA	WP	(lat. 33°18'11" N., long. 84°24'41" W.)
DUNCS, GA	WP	(lat. 33°27'34" N., long. 84°25'23" W.)
SHURT, GA	WP	(lat. 33°32'13" N., long. 84°25'50" W.)
KLOWD, GA	WP	(lat. 33°43'59" N., long. 84°26'05" W.)
BLEWW, GA	WP	(lat. 33°58'14" N., long. 84°25'43" W.)
T-321 BBOAT, GA to BIGNN, GA [New]		
BBOAT, GA	WP	(lat. 33°16'51" N., long. 83°28'10" W.)
TACKL, GA	WP	(lat. 33°44'25" N., long. 83°30'31" W.)
REELL, GA	WP	(lat. 34°01'33" N., long. 83°31'44" W.)
BIGNN, GA	WP	(lat. 34°20'34" N., long. 83°33'07" W.)
T-323 CROCS, GA to HIGGI, NC [New]		
CROCS, GA	WP	(lat. 32°27'18" N., long. 82°46'29" W.)
BOBBR, GA	WP	(lat. 33°19'57" N., long. 83°08'19" W.)
BIGNN, GA	WP	(lat. 34°20'34" N., long. 83°33'07" W.)
ZPPLN, NC	WP	(lat. 34°59'47" N., long. 83°49'38" W.)
HIGGI, NC	WP	(lat. 35°26'47" N., long. 83°46'41" W.)

Issued in Washington, DC, on January 29, 2014.

Gary A. Norek,

Manager, Airspace Policy and Regulations Group.

[FR Doc. 2014-02327 Filed 2-4-14; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2012-1168; Airspace Docket No. 07-AWA-3]

RIN 2120-AA66

Modification of the Dallas/Fort Worth Class B Airspace Area; TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the **Federal Register** January 21, 2014. In that rule, two

geographic coordinate references, one in Area J and one in Area M, were incorrectly published in the Dallas/Fort Worth Class B airspace area regulatory text descriptions.

DATES: Effective Date: 0901 UTC, March 6, 2014. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Colby Abbott, Airspace Policy and Regulations Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

History

On January 21, 2014, a final rule for FAA Docket No. FAA-2012-1168, Airspace Docket No. 07-AWA-3, was published in the **Federal Register** (79 FR 3315) to amend the Dallas/Fort

Worth Class B airspace area. The longitude information contained in one of the geographic coordinates defining a boundary point in the Area J regulatory text, and the latitude information contained in one of the geographic coordinates defining a boundary point in the Area M regulatory text were published with typographic errors. The geographic coordinates to be corrected for Area J are changed from "lat. 32°39'56" N., long. 97°20'39" W." to "lat. 32°39'56" N., long. 97°20'38" W." and the geographic coordinates to be corrected for Area M are changed from "lat. 32°02'04" N., long. 97°30'09" W." to "lat. 33°02'04" N., long. 97°30'09" W."

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, in the final rule FAA Docket No. FAA-2012-1168, published in the **Federal Register** on January 21, 2014 (79 FR 3315) FR Doc. 2014-00941, make the following correction:

§ 71.1 [Amended]

On page 3324, column 1, starting on line 32, for Area J, remove (lat. 32°39'56" N., long. 97°20'39" W.) and add in its place (lat. 32°39'56" N., long. 97°20'38" W.).

On page 3324, column 3, starting on line 4, for Area M, remove (lat. 32°02'04" N., long. 97°30'09" W.) and add in its place (lat. 33°02'04" N., long. 97°30'09" W.).

Issued in Washington, DC, on January 29, 2014.

Gary A. Norek,

Manager, Airspace Policy and Regulations Group.

[FR Doc. 2014-02331 Filed 2-4-14; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 97**

[Docket No. 30938; Amdt. No. 3573]

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 February 5, 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 February 5, 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 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 CFR sections 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