

individuals to fund the committees' operations and activities.

Fourth, the number of State party committees representing minor political parties or any other political committees that might be considered "small organizations" that might be affected by these rules would not be substantial. These rules affect political committees only if they coordinate expenditures with candidates or political party committees in connection with a Federal election.

Fifth, to the extent that any other entities affected by these rules may fall within the definition of "small entities," any economic impact of complying with these rules will not be significant because any economic impact will not affect the revenue stream of such entities. These rules do not impose any new requirements on commercial vendors. Any indirect economic effects that the rules might have on commercial vendors result from the decisions of their clients rather than Commission requirements.

Finally, to the extent that some small entities may be significantly affected by the attached rules, these rules are promulgated pursuant to a court order. Thus, any economic impact of these rules would be caused by the court mandate, rather than agency decisions contained in these rules.

**List of Subjects in 11 CFR Part 109**

Coordinated and independent expenditures.

■ For the reasons set out in the preamble, Subchapter A of Chapter 1 of Title 11 of the Code of Federal Regulations is amended as follows:

**PART 109—COORDINATED AND INDEPENDENT EXPENDITURES (2 U.S.C. 431(17), 441a(a) AND (d), AND PUB. L. 107-155 SEC. 214(c))**

■ 1. The authority citation for part 109 continues to read as follows:

**Authority:** 2 U.S.C. 431(17), 434(c), 438(a)(8), 441a, 441d; Sec. 214(c) of Pub. L. 107-155, 116 Stat. 81.

■ 2. Section 109.21 is amended by:

■ A. Revising the introductory text of paragraph (c), revising paragraph (c)(3), and adding new paragraph (c)(5);

■ B. Republishing paragraphs (d)(4)(ii) and (d)(5)(i); and

■ C. Adding new paragraph (i).

**§ 109.21 What is a "coordinated communication"?**

\* \* \* \* \*

(c) *Content standards.* Each of the types of content described in paragraphs (c)(1) through (c)(5) of this section

satisfies the content standard of this section.

\* \* \* \* \*

(3) A public communication, as defined in 11 CFR 100.26, that expressly advocates, as defined in 11 CFR 100.22, the election or defeat of a clearly identified candidate for Federal office.

\* \* \* \* \*

(5) A public communication, as defined in 11 CFR 100.26, that is the functional equivalent of express advocacy. For purposes of this section, a communication is the functional equivalent of express advocacy if it is susceptible of no reasonable interpretation other than as an appeal to vote for or against a clearly identified Federal candidate.

\* \* \* \* \*

(d) \* \* \*

(4) \* \* \*

(ii) That commercial vendor, including any owner, officer, or employee of the commercial vendor, has provided any of the following services to the candidate who is clearly identified in the communication, or the candidate's authorized committee, the candidate's opponent, the opponent's authorized committee, or a political party committee, during the previous 120 days:

\* \* \*

(5) \* \* \*

(i) The communication is paid for by a person, or by the employer of a person, who was an employee or independent contractor of the candidate who is clearly identified in the communication, or the candidate's authorized committee, the candidate's opponent, the opponent's authorized committee, or a political party committee, during the previous 120 days; and

\* \* \* \* \*

(i) *Safe harbor for commercial transactions.* A public communication in which a Federal candidate is clearly identified only in his or her capacity as the owner or operator of a business that existed prior to the candidacy is not a coordinated communication with respect to the clearly identified candidate if:

(1) The medium, timing, content, and geographic distribution of the public communication are consistent with public communications made prior to the candidacy; and

(2) The public communication does not promote, support, attack, or oppose that candidate or another candidate who seeks the same office as that candidate.

Dated: September 7, 2010.

On behalf of the Commission,  
**Matthew S. Petersen,**  
*Chairman, Federal Election Commission.*  
[FR Doc. 2010-22649 Filed 9-14-10; 8:45 am]  
**BILLING CODE 6715-01-P**

**DEPARTMENT OF TRANSPORTATION**

**14 CFR Part 97**

[Docket No. 30744; Amdt. No. 3391]

**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 September 15, 2010. 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 September 15, 2010.

**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:**

Harry J. Hodges, 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), 1 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 September 3, 2010.

**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.

■ 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
21-Oct-10 .....	MS	GREENVILLE .....	MID DELTA RGNL .....	0/0606	8/31/10	ILS OR LOC RWY 18L, AMDT 9D.
21-Oct-10 .....	CO	ERIE .....	ERIE MUNI .....	0/0907	8/31/10	TAKEOFF MINIMUMS AND OBSTACLE DP, AMDT 2.
21-Oct-10 .....	CT	DANBURY .....	DANBURY MUNI .....	0/1571	9/1/10	LOC RWY 8, AMDT 5A.
21-Oct-10 .....	AZ	FORT HUACHUCA/SIERRA VISTA.	SIERRA VISTA MUNI-LIBBY AAF.	0/5486	8/30/10	TAKEOFF MINIMUMS AND OBSTACLE DP, AMDT 2.
21-Oct-10 .....	LA	LAKE CHARLES	LAKE CHARLES RGNL .....	0/5876	8/30/10	RNAV (GPS) RWY 33, AMDT 1A.
21-Oct-10 .....	KS	HUTCHINSON .....	HUTCHINSON MUNI .....	0/6178	8/30/10	NDB RWY 13, AMDT 15.
21-Oct-10 .....	TX	MIDLAND .....	MIDLAND INTL .....	0/6199	8/30/10	ILS OR LOC RWY 10, AMDT 14C.

AIRAC date	State	City	Airport	FDC No.	FDC date	Subject
21-Oct-10	IL	BELLEVILLE	SCOTT AFB/MIDAMERICA	0/6490	8/30/10	ILS OR LOC/DME RWY 14L, ORIG-B.
21-Oct-10	OH	BELLEFONTAINE	BELLEFONTAINE RGNL ...	0/6532	8/30/10	RNAV (GPS) RWY 25, ORIG-A.
21-Oct-10	OH	BELLEFONTAINE	BELLEFONTAINE RGNL ...	0/6533	8/30/10	VOR/DME RWY 25, ORIG.
21-Oct-10	OH	BELLEFONTAINE	BELLEFONTAINE RGNL ...	0/6534	8/30/10	RNAV (GPS) RWY 7, ORIG.
21-Oct-10	OH	BELLEFONTAINE	BELLEFONTAINE RGNL ...	0/6535	8/30/10	VOR/DME RWY 7, ORIG.
21-Oct-10	IA	FAIRFIELD	FAIRFIELD MUNI	0/6536	8/30/10	NDB RWY 36, AMDT 9.
21-Oct-10	IA	FAIRFIELD	FAIRFIELD MUNI	0/6537	8/30/10	RNAV (GPS) RWY 36, AMDT 1.
21-Oct-10	NE	COLUMBUS	COLUMBUS MUNI	0/6538	8/30/10	LOC/DME RWY 14, AMDT 8.
21-Oct-10	LA	SLIDELL	SLIDELL	0/7403	8/30/10	NDB RWY 36, ORIG-D.
21-Oct-10	FL	MARIANNA	MARIANNA MUNI	0/7508	8/30/10	NDB C, AMDT 4.
21-Oct-10	MS	OXFORD	UNIVERSITY-OXFORD	0/7787	8/30/10	LOC RWY 9, AMDT 2B.
21-Oct-10	MS	OXFORD	UNIVERSITY-OXFORD	0/7788	8/30/10	RNAV (GPS) RWY 9, ORIG.
21-Oct-10	TX	HEREFORD	HEREFORD MUNI	0/7917	8/30/10	RNAV (GPS) RWY 2, ORIG.
21-Oct-10	TX	HEREFORD	HEREFORD MUNI	0/7918	8/30/10	RNAV (GPS) RWY 20, ORIG.
21-Oct-10	MS	LEXINGTON	C.A. MOORE	0/8021	8/30/10	VOR/DME OR GPS A, ORIG.
21-Oct-10	KY	LOUISVILLE	LOUISVILLE INTL- STANDIFORD FIELD.	0/8284	8/30/10	RNAV (GPS) RWY 35R, ORIG.
21-Oct-10	NY	SCHENECTADY	SCHENECTADY COUNTY	0/9174	8/30/10	GPS RWY 22, ORIG-C.
21-Oct-10	PA	CARLISLE	CARLISLE	0/9193	8/30/10	NDB B, ORIG.
21-Oct-10	MD	BALTIMORE	BALTIMORE/WASH- INGTON INTL THURGOOD MARSHALL.	0/9989	9/1/10	VOR RWY 10, AMDT 17A.

[FR Doc. 2010-22828 Filed 9-14-10; 8:45 am]  
BILLING CODE 4910-13-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 30743; Amdt. No. 3390]

**Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments**

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

**ACTION:** Final rule.

**SUMMARY:** This 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 September 15, 2010. 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 September 15, 2010.

**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](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:**

Harry J. Hodges, 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 CFR