

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

Effective 19 May 2022

Colorado Springs, CO, KCOS, ILS OR LOC RWY 35L, ILS RWY 35L (SA CAT II), Amdt 40

Colorado Springs, CO, KCOS, NDB RWY 35L, Amdt 28

Dublin, GA, KDBN, ILS OR LOC RWY 2, Amdt 3

Idaho Falls, ID, KIDA, ILS OR LOC RWY 21, Amdt 12A

Idaho Falls, ID, KIDA, RNAV (GPS) Y RWY 3, Amdt 2A

Idaho Falls, ID, KIDA, RNAV (GPS) Y RWY 21, Amdt 2A

Idaho Falls, ID, KIDA, RNAV (RNP) Z RWY 3, Amdt 1A

Idaho Falls, ID, KIDA, RNAV (RNP) Z RWY 21, Amdt 1A

Pocatello, ID, KPIH, ILS OR LOC RWY 21, Amdt 27

Pocatello, ID, KPIH, RNAV (GPS) RWY 3, Amdt 2

Pocatello, ID, KPIH, RNAV (GPS) RWY 21, Amdt 2

Galesburg, IL, KGBG, RNAV (GPS) RWY 3, Orig-C

Galesburg, IL, KGBG, RNAV (GPS) RWY 21, Orig-C

Frankfort, IN, KFKR, RNAV (GPS) RWY 27, Amdt 1B

Kokomo, IN, KOKK, ILS OR LOC RWY 23, Amdt 11

Kokomo, IN, KOKK, RNAV (GPS) RWY 5, Amdt 1A

Kokomo, IN, KOKK, RNAV (GPS) RWY 23, Amdt 1D

Kokomo, IN, KOKK, VOR RWY 32, Amdt 21, CANCELLED

Marion, IN, KMZZ, ILS OR LOC RWY 4, Amdt 8A

Old Town, ME, KOLD, RNAV (GPS) RWY 12, Amdt 1

Old Town, ME, KOLD, RNAV (GPS) RWY 22, Amdt 1

Old Town, ME, KOLD, RNAV (GPS) RWY 30, Amdt 1

Old Town, ME, Dewitt Fld/Old Town Muni, Takeoff Minimums and Obstacle DP, Amdt 1

Battle Creek, MI, KBTL, ILS OR LOC RWY 23R, Amdt 20

Ludington, MI, Mason County, Takeoff Minimums and Obstacle DP, Amdt 7

Sturgis, MI, KIRS, NDB RWY 18, Amdt 6

Sturgis, MI, KIRS, NDB RWY 24, Amdt 11

Twin Bridges, MT, KRVF, RNAV (GPS) RWY 17, Amdt 1

Twin Bridges, MT, KRVF, RNAV (GPS) RWY 35, Amdt 1

Silver City, NM, K SVC, RNAV (GPS) RWY 8, Amdt 1

Silver City, NM, K SVC, RNAV (GPS) RWY 26, Amdt 1

Tulsa, OK, KTUL, ILS OR LOC RWY 18R, Amdt 8

Tulsa, OK, KTUL, RADAR-1, Amdt 19

Tulsa, OK, KTUL, RNAV (GPS) RWY 18L, Amdt 2

Tulsa, OK, KTUL, RNAV (GPS) RWY 18R, Amdt 2

Tulsa, OK, KTUL, RNAV (GPS) RWY 36L, Amdt 1

Vancouver, WA, K VUO, LDA-A, Amdt 2, CANCELLED

Vancouver, WA, K VUO, RNAV (GPS)-B, Orig *RESCINDED*: On March 14, 2022 (87 FR 14165), the FAA published an Amendment in Docket No. 31418, Amdt No. 3999, to Part 97 of the Federal Aviation Regulations under section 97.29, 97.33 and 97.37. The following entries for Rangeley, ME, Detroit, MI, and Troy, MI, effective May 19, 2022, are hereby rescinded in their entirety:

Rangeley, ME, 8B0, RNAV (GPS) RWY 14, Orig

Rangeley, ME, 8B0, RNAV (GPS) RWY 32, Orig

Detroit, MI, KYIP, ILS OR LOC RWY 5, Orig

Detroit, MI, KYIP, ILS OR LOC RWY 5R, Amdt 16, CANCELLED

Detroit, MI, KYIP, ILS OR LOC RWY 23, Orig

Detroit, MI, KYIP, ILS OR LOC RWY 23L, Amdt 8, CANCELLED

Detroit, MI, KYIP, RNAV (GPS) RWY 5, Orig

Detroit, MI, KYIP, RNAV (GPS) RWY 5R, Amdt 2, CANCELLED

Detroit, MI, KYIP, RNAV (GPS) RWY 23, Orig

Detroit, MI, KYIP, RNAV (GPS) RWY 23L, Amdt 2, CANCELLED

Detroit, MI, Willow Run, Takeoff Minimums and Obstacle DP, Amdt 11

Troy, MI, KVLL, RNAV (GPS) RWY 10, Amdt 3A

Troy, MI, KVLL, Takeoff Minimums and Obstacle DP, Amdt 4B

[FR Doc. 2022-07202 Filed 4-5-22; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31421; Amdt. No. 4002]

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 April 6, 2022. 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 April 6, 2022.

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 Information Services, 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, email fr.inspection@nara.gov or go to: <https://www.archives.gov/federal-register/cfr/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 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 73169. Telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This rule amends 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 CFR sections, 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 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 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 March 18, 2022.

Thomas J Nichols,

Aviation Safety, Flight Standards Service, Manager, Standards Section, Flight Procedures & Airspace Group, Flight Technologies & Procedures Division.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, Title 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(f), 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-Apr-22 ...	MN	Luverne	Quentin Aanenson Fld	2/3056	3/1/22	RNAV (GPS) RWY 36, Orig-A.
21-Apr-22 ...	AZ	Payson	Payson	2/4544	3/1/22	RNAV (GPS)-A, Amdt 1.
21-Apr-22 ...	AZ	Willcox	Cochise County	2/5159	3/1/22	RNAV (GPS) RWY 3, Amdt 1B.
21-Apr-22 ...	AZ	Willcox	Cochise County	2/5161	3/1/22	RNAV (GPS) RWY 21, Amdt 1A.
21-Apr-22 ...	GA	Camilla	Camilla-Mitchell County	2/6074	3/7/22	RNAV (GPS) RWY 26, Amdt 1C.
21-Apr-22 ...	GA	Camilla	Camilla-Mitchell County	2/6075	3/7/22	RNAV (GPS) RWY 8, Amdt 1B.
21-Apr-22 ...	WI	Prairie Du Chien	Prairie Du Chien Muni	2/6166	3/3/22	RNAV (GPS) RWY 32, Orig-C.
21-Apr-22 ...	WI	Prairie Du Chien	Prairie Du Chien Muni	2/6167	3/3/22	RNAV (GPS) RWY 29, Orig-C.
21-Apr-22 ...	WI	Prairie Du Chien	Prairie Du Chien Muni	2/6168	3/3/22	RNAV (GPS) RWY 14, Orig-C.
21-Apr-22 ...	AR	Siloam Springs	Smith Fld	2/6587	3/7/22	RNAV (GPS) RWY 36, Orig.
21-Apr-22 ...	TN	Sparta	Upper Cumberland Rgnl	2/7124	3/7/22	NDB RWY 4, Amdt 4C.
21-Apr-22 ...	TN	Sparta	Upper Cumberland Rgnl	2/7126	3/7/22	RNAV (GPS) RWY 22, Orig-C.
21-Apr-22 ...	AZ	Safford	Safford Rgnl	2/7525	3/1/22	RNAV (GPS) RWY 12, Orig-D.
21-Apr-22 ...	TN	Sparta	Upper Cumberland Rgnl	2/7631	3/7/22	ILS OR LOC RWY 4, Amdt 1B.
21-Apr-22 ...	ID	Twin Falls	Joslin Fld/Magic Valley Rgnl ...	2/8506	3/2/22	RNAV (GPS) RWY 8, Amdt 1A.
21-Apr-22 ...	ID	Twin Falls	Joslin Fld/Magic Valley Rgnl ...	2/8507	3/2/22	VOR RWY 8, Amdt 5A.
21-Apr-22 ...	ID	Twin Falls	Joslin Fld/Magic Valley Rgnl ...	2/8508	3/2/22	VOR/DME RWY 8, Amdt 1A.
21-Apr-22 ...	WI	Tomahawk	Tomahawk Rgnl	2/8517	3/3/22	RNAV (GPS) RWY 27, Amdt 2B.
21-Apr-22 ...	WI	Tomahawk	Tomahawk Rgnl	2/8518	3/3/22	RNAV (GPS) RWY 9, Amdt 2D.
21-Apr-22 ...	IA	Waterloo	Waterloo Rgnl	2/8563	3/2/22	RNAV (GPS) RWY 36, Amdt 1.
21-Apr-22 ...	TX	Eastland	Eastland Muni	2/8731	3/1/22	RNAV (GPS) RWY 17, Orig-C.
21-Apr-22 ...	TX	Hamilton	Hamilton Muni	2/8759	3/1/22	RNAV (GPS) RWY 18, Amdt 1C.
21-Apr-22 ...	TX	Hamilton	Hamilton Muni	2/8761	3/1/22	RNAV (GPS) RWY 36, Amdt 1C.

AIRAC date	State	City	Airport	FDC No.	FDC date	Subject
21-Apr-22 ...	TX	Eastland	Eastland Muni	2/8764	3/1/22	RNAV (GPS) RWY 35, Amdt 2B.
21-Apr-22 ...	TX	Seminole	Gaines County	2/8784	3/1/22	RNAV (GPS) RWY 35, Amdt 1.
21-Apr-22 ...	WA	Port Townsend	Jefferson County Intl	2/8791	3/1/22	RNAV (GPS)-A, Orig-A.
21-Apr-22 ...	IA	Creston	Creston Muni	2/8865	3/1/22	RNAV (GPS) RWY 34, Amdt 1B.
21-Apr-22 ...	TX	Pearsall	Mc Kinley Fld	2/8871	3/1/22	VOR/DME OR GPS-A, Amdt 2B.
21-Apr-22 ...	MO	Marshall	Marshall Meml Muni	2/8873	3/1/22	RNAV (GPS) RWY 36, Amdt 3B.
21-Apr-22 ...	TX	Greenville	Majors	2/8888	3/1/22	RNAV (GPS) RWY 35, Amdt 1.
21-Apr-22 ...	TX	Greenville	Majors	2/8889	3/1/22	TACAN RWY 17, Orig-A.
21-Apr-22 ...	WI	Chetek	Chetek Muni/Southworth	2/8904	3/1/22	RNAV (GPS) RWY 35, Orig-D.
21-Apr-22 ...	WI	Chetek	Chetek Muni/Southworth	2/8905	3/1/22	RNAV (GPS) RWY 17, Orig-F.
21-Apr-22 ...	WI	Eau Claire	Chippewa Valley Rgnl	2/8915	3/1/22	VOR-A, Amdt 22.
21-Apr-22 ...	PA	Lancaster	Lancaster	2/8916	3/7/22	VOR/DME RWY 8, Amdt 6C.
21-Apr-22 ...	MN	Pipestone	Pipestone Muni	2/8927	3/1/22	RNAV (GPS) RWY 18, Amdt 1B.
21-Apr-22 ...	WI	Black River Falls	Black River Falls Area	2/9095	3/1/22	RNAV (GPS) RWY 26, Orig-B.
21-Apr-22 ...	WI	Black River Falls	Black River Falls Area	2/9096	3/1/22	RNAV (GPS) RWY 8, Amdt 1A.
21-Apr-22 ...	WI	Shell Lake	Shell Lake Muni	2/9098	3/1/22	RNAV (GPS) RWY 14, Orig-B.
21-Apr-22 ...	WI	Shell Lake	Shell Lake Muni	2/9099	3/1/22	RNAV (GPS) RWY 32, Orig-B.
21-Apr-22 ...	WI	Phillips	Price County	2/9100	3/1/22	RNAV (GPS) RWY 24, Orig-B.
21-Apr-22 ...	WI	Phillips	Price County	2/9102	3/1/22	RNAV (GPS) RWY 19, Orig-C.
21-Apr-22 ...	NJ	Teterboro	Teterboro	2/9131	3/7/22	RNAV (GPS) Y RWY 6, Amdt 2D.
21-Apr-22 ...	CA	Imperial	Imperial County	2/9141	3/2/22	VOR OR GPS-A, Amdt 4B.
21-Apr-22 ...	IA	Muscatine	Muscatine Muni	2/9253	3/3/22	RNAV (GPS) RWY 6, Orig.
21-Apr-22 ...	TX	Ingleside	Mccampbell-Porter	2/9880	3/3/22	RNAV (GPS) RWY 31, Amdt 1.
21-Apr-22 ...	TX	Ingleside	Mccampbell-Porter	2/9881	3/3/22	RNAV (GPS) RWY 13, Amdt 1.

[FR Doc. 2022-07203 Filed 4-5-22; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF THE INTERIOR

Bureau of Safety and Environmental Enforcement

30 CFR Part 250

[Docket ID: BSEE-2022-0001; 223E1700D2
EEEE500000 ET1SF0000.EAQ000]

RIN 1014-AA54

Oil, Gas and Sulfur Operations in the Outer Continental Shelf—Adjustment of Service Fees

AGENCY: Bureau of Safety and Environmental Enforcement (BSEE), Interior.

ACTION: Direct final rule.

SUMMARY: This final rule amends BSEE regulations to update service fees that cover BSEE's cost of processing and filing certain documents relating to its oil and gas resources program to account for inflation from 2013 through 2021. BSEE also changes its website link used by operators to make payments for service fees in this rule.

DATES: This final rule is effective April 6, 2022. The incorporation by reference of certain publications listed in this rule was approved by the Director as of November 7, 2016.

FOR FURTHER INFORMATION CONTACT: Eric Modrow, Chief, Office of Budget, 703-787-1694 or Kirk Malstrom, Chief, Regulations and Standards Branch, 703-787-1751.

SUPPLEMENTARY INFORMATION:

I. BSEE Statutory and Regulatory Authority

BSEE derives its authority principally from the Outer Continental Shelf Lands Act (OCSLA) (43 U.S.C. 1331-1356(a)). Congress enacted OCSLA in 1953, establishing Federal control over the Outer Continental Shelf (OCS) and authorizing the Secretary of the Interior (Secretary) to regulate oil and gas exploration, development, and production operations on the OCS. The Secretary has authorized BSEE to perform certain of these functions (30 CFR 250.101).

The BSEE regulatory program is comprehensive and provides for regulatory oversight over a wide range of facilities and activities including drilling, completion, workover, production, pipeline, and decommissioning operations. To carry out its responsibilities, BSEE develops and enforces regulations to enhance safety and environmental protection for offshore exploration and development of oil and natural gas on the OCS and to reflect advancements in technology and new information. BSEE also conducts onsite inspections to ensure compliance with regulations, lease terms, and approved plans and permits, and operates an oil spill response planning and preparedness program. Detailed information concerning BSEE's regulations and guidance to the offshore industry may be found on BSEE's website at <https://www.bsee.gov/what-we-do/offshore-regulatory-programs/regulations-standards>.

II. Background

BSEE has authority to recover the full cost of services that confer special benefits under the Independent Offices Appropriation Act (31 U.S.C. 9701), the Fiscal Year 1996 Omnibus Appropriations Bill (Pub. L. 104-134, 110 Stat. 1321, April 26, 1996), and Office of Management and Budget (OMB) Circular A-25. BSEE is required to charge the full cost for federal services that provide special benefits or privileges to an identifiable non-Federal recipient above and beyond those which accrue to the public at large. The regulations at 30 CFR 250.125(a) provide that BSEE will periodically adjust the fees set forth in that provision for inflation according to changes in the Implicit Price Deflator for Gross Domestic Product (IPD-GDP), which is published quarterly by the Department of Commerce, Bureau of Economic Analysis (BEA).

The regulation at 30 CFR 250.126(a) also requires payments of fees for services to be filed electronically. The BSEE website currently enables operators to make electronic payments; this rule clarifies how to access a Fees for Services web page directly without scrolling through the website. This informational change to the existing URL identified in the regulation simplifies the process for operators to make electronic payments for fees at <https://www.bsee.gov/who-we-are/working-with-us/Fees-for-Services>.

BSEE has not implemented inflation-based adjustments for service fees since 2013. This rulemaking will prevent further loss of revenue from recipients