

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 97****[Docket No. 31431; Amdt. No. 4011]****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 June 13, 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 June 13, 2022.

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 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 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 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 8260–3, 8260–4, 8260–5, 8260–15A, 8260–15B, when required by an entry on 8260–15A, and 8260–15C.

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 or 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 CFR sections and specifies the typed 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 flights 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

number of small entities under the criteria of the Regulatory Flexibility Act.

Lists of Subjects in 14 CFR Part 97

Air Traffic Control, Airports, Incorporation by reference, Navigation (Air).

Issued in Washington, DC, on May 27, 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, Code of Federal Regulations, Part 97 (14 CFR part 97) is amended by establishing, amending, suspending, or removing Standard Instrument Approach Procedures and/or Takeoff Minimums and Obstacle Departure 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(f), 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

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

Effective 14 July 2022

Homer, AK, PAHO, LOC BC RWY 22, Amdt 7
 Klawock, AK, PAKW, KLAWOCK ONE Graphic DP
 Klawock, AK, Klawock, KLAWOCK TWO Graphic DP, CANCELLED
 Klawock, AK, PAKW, NDB/DME RWY 2, Amdt 1C, CANCELLED
 Klawock, AK, PAKW, RNAV (GPS) RWY 20, Amdt 1
 Klawock, AK, PAKW, RNAV (GPS) Y RWY 2, Amdt 2
 St Mary's, AK, PASM, RNAV (GPS) RWY 17, Amdt 3D
 Lompoc, CA, Lompoc, KLPC, Takeoff Minimums and Obstacle DP, Amdt 2B
 Jacksonville, FL, KHEG, NDB–A, Amdt 1
 Miami, FL, KMIA, RNAV (GPS) RWY 9, Amdt 2
 Okeechobee, FL, KOBE, RNAV (GPS) RWY 5, Amdt 1D
 Chicago, IL, KORD, ILS OR LOC RWY 9R, ILS RWY 9R (CAT II), ILS RWY 9R (CAT III), Amdt 13
 Chicago, IL, KORD, ILS OR LOC RWY 27L, ILS RWY 27L (SA CAT I), ILS RWY 27L (CAT II), ILS RWY 27L (CAT III), Amdt 33
 Coffeyville, KS, KCFV, RNAV (GPS) RWY 35, Amdt 1
 Coffeyville, KS, KCFV, VOR/DME–A, Amdt 7B, CANCELLED
 Kansas City, MO, KMCI, ILS OR LOC RWY 1L, Amdt 17

Kansas City, MO, KMCI, ILS OR LOC RWY 1R, ILS RWY 1R (SA CAT I), ILS RWY 1R (CAT II), ILS RWY 1R (CAT III), Amdt 5
 Kansas City, MO, KMCI, ILS OR LOC RWY 9, Amdt 15
 Kansas City, MO, KMCI, ILS OR LOC RWY 19L, Amdt 3
 Kansas City, MO, KMCI, ILS OR LOC RWY 19R, ILS RWY 19R (SA CAT I), ILS RWY 19R (CAT II), ILS RWY 19R (CAT III), Amdt 13
 Kansas City, MO, KMCI, ILS OR LOC RWY 27, Amdt 5
 Kansas City, MO, KMCI, RNAV (GPS) Y RWY 1L, Amdt 3
 Kansas City, MO, KMCI, RNAV (GPS) Y RWY 1R, Amdt 3
 Kansas City, MO, KMCI, RNAV (GPS) Y RWY 9, Amdt 3
 Kansas City, MO, KMCI, RNAV (GPS) Y RWY 19L, Amdt 3
 Kansas City, MO, KMCI, RNAV (GPS) Y RWY 19R, Amdt 3
 Kansas City, MO, KMCI, RNAV (GPS) Y RWY 27, Amdt 3
 Kansas City, MO, KMCI, RNAV (RNP) Z RWY 1L, Amdt 2
 Kansas City, MO, KMCI, RNAV (RNP) Z RWY 1R, Amdt 2
 Kansas City, MO, KMCI, RNAV (RNP) Z RWY 19R, Amdt 2
 Kansas City, MO, KMCI, RNAV (RNP) Z RWY 27, Amdt 2
 Williston, ND, KXWA, VOR RWY 14, Orig–A
 Woodward, OK, KWWR, Takeoff Minimums and Obstacle DP, Amdt 2
 Eugene, OR, KEUG, RNAV (RNP) Z RWY 34L, Amdt 2
 Eugene, OR, KEUG, RNAV (RNP) Z RWY 34R, Amdt 2
 Roseburg, OR, KRBG, Takeoff Minimums and Obstacle DP, Amdt 7A
 Millington, TN, KNQA, RNAV (GPS) RWY 22, Amdt 3
 Temple, TX, KTPL, ILS OR LOC RWY 16, Amdt 14
 Temple, TX, KTPL, RNAV (GPS) RWY 16, Amdt 3
 Temple, TX, KTPL, RNAV (GPS) RWY 34, Amdt 3
 Temple, TX, KTPL, Takeoff Minimums and Obstacle DP, Amdt 4A
 Huntington, WV, KHTS, ILS OR LOC RWY 12, Amdt 16
 Huntington, WV, KHTS, ILS OR LOC RWY 30, Amdt 9

Rescinded: On May 16, 2022 (87 FR 29657), the FAA published an Amendment in Docket No. 31427, Amdt No. 4007, to Part 97 of the Federal Aviation Regulations under section 97.33. The following entry for Colby, KS, effective June 16, 2022, is hereby rescinded in its entirety:

Colby, KS, KCBK, RNAV (GPS) RWY 17, Amdt 2

Rescinded: On May 16, 2022 (87 FR 29657), the FAA published an Amendment in Docket No. 31427, Amdt No. 4007, to Part 97 of the Federal Aviation Regulations under section 97.23, 97.25, 97.27, and 97.29. The following entries for La Grande, OR, Pasco, WA, and Richland, WA, effective July 14, 2022, are hereby rescinded in their entirety: La Grande, OR, KLGD, NDB–B, Amdt 2A

Pasco, WA, KPSC, ILS OR LOC RWY 21R, Amdt 13C

Pasco, WA, KPSC, VOR RWY 30, Amdt 5C
 Richland, WA, KRLD, LOC RWY 19, Amdt 9A

[FR Doc. 2022–12549 Filed 6–10–22; 8:45 am]

BILLING CODE 4910–13–P

SOCIAL SECURITY ADMINISTRATION

20 CFR Parts 404, 408, and 416

[Docket No. SSA–2021–0046]

RIN 0960–AI52

Reducing Burden on Families Acting as Representative Payees of Social Security Payments

AGENCY: Social Security Administration.
ACTION: Final rule.

SUMMARY: Section 102 of the Strengthening Protections for Social Security Beneficiaries Act of 2018 (Strengthening Protections Act) reduced the burden on families by exempting certain representative payees from our annual accounting requirements. We are revising our regulations to incorporate the statutory exemption for certain representative payees from annual accounting.

DATES: This final rule is effective June 13, 2022.

FOR FURTHER INFORMATION CONTACT: Peter Smith, Office of Income Security Programs, Social Security Administration, 6401 Security Boulevard, Baltimore, MD 21235–6401, (410) 966–3235. For information on eligibility or filing for benefits, call our national toll-free number, 1–800–772–1213 or TTY 1–800–325–0778, or visit our internet site, Social Security Online, at <http://www.socialsecurity.gov>.

SUPPLEMENTARY INFORMATION:

Background

We make payments to a representative payee for beneficiaries who are incapable of managing their Social Security benefits, Special Veterans Benefits, or Supplemental Security Income payments. Generally, our adult beneficiaries have the right to receive their benefits directly and manage them independently. However, we may determine that a beneficiary is unable to manage or direct the management of benefit payments because of a mental or physical condition, or because of youth.¹ In these cases, we appoint a

¹ 20 CFR 404.2001(b), 408.601(b), 416.601(b) and 42 U.S.C. 405(j)(1)(A)–(j)(2)(A), 1383(a)(2)(A)–(a)(2)(B).