

Boise, ID; INT Boise 130° and Burley, ID, 293° radials; Burley; Malad City, ID; Rock Springs, WY; Cherokee, WY; Laramie, WY; Gill, CO; Thurman, CO; Goodland, KS; Hill City, KS; Salina, KS; Topeka, KS; Kansas City, MO; Hallsville, MO; St. Louis, MO; Troy, IL; Centralia, IL; Pocket City, IN; Louisville, KY; to Lexington, KY. From Charleston, WV; Elkins, WV; Kessel, WV; INT Kessel 097° and Armel, VA, 292° radials; to Armel.

\* \* \* \* \*

Issued in Washington, DC, on January 2, 2024.

**Frank Lias,**

*Manager, Rules and Regulations Group.*

[FR Doc. 2024-00071 Filed 1-10-24; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31523; Amdt. No. 4093]

#### 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 January 11, 2024. 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 January 11, 2024.

**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, visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

#### Availability

All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit the National Flight Data Center at [nfdc.faa.gov](http://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., STB Annex, Bldg 26, Room 217, Oklahoma City, OK 73099. Telephone (405) 954-1139.

**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 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, pilots 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 types 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 Air Missions (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 December 22, 2023.

**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, 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 25 January 2024**

Palm Springs, CA, PSP, VOR–B, Orig  
Palm Springs, CA, PSP, VOR OR GPS–B,  
Amdt 3, CANCELED  
Victorville, CA, VCV, LOC RWY 17, Amdt 3  
Victorville, CA, KVCV, RNAV (GPS) RWY 17,  
Amdt 1  
Victorville, CA, KVCV, RNAV (GPS) RWY 21,  
Orig  
Victorville, CA, KVCV, RNAV (GPS) RWY 35,  
Orig  
Eagle, CO, KEGE, RNAV (GPS) Y RWY 25,  
Orig  
Eagle, CO, KEGE, RNAV (RNP) X RWY 25,  
Orig  
Eagle, CO, KEGE, RNAV (RNP) Z RWY 25,  
Orig  
Belleville, IL, BLV, ILS OR LOC RWY 14L,  
Orig-1  
Casey, IL, 1H8, RNAV (GPS) RWY 4, Orig-C  
Chicago/Rockford, IL, RFD, ILS OR LOC  
RWY 1, Amdt 30  
Chicago/Rockford, IL, RFD, RNAV (GPS)  
RWY 1, Amdt 1E

Chicago/Rockford, IL, RFD, RNAV (GPS)  
RWY 7, Amdt 1E  
Greenville, IL, GRE, RNAV (GPS) RWY 18,  
Amdt 1B  
Greenville, IL, GRE, RNAV (GPS) RWY 36,  
Orig-B  
Greenville, IL, KGRE, VOR–A, Amdt 3A,  
CANCELED  
Jacksonville, IL, IJX, RNAV (GPS) RWY 13,  
Orig-D  
Jacksonville, IL, IJX, RNAV (GPS) RWY 22,  
Orig-D  
Shelbyville, IL, 2H0, NDB–A, Amdt 3A  
Shelbyville, IL, 2H0, RNAV (GPS) RWY 36,  
Orig-E  
Springfield, IL, SPI, VOR/DME RWY 31,  
Amdt 1B  
Taylorville, IL, TAZ, RNAV (GPS) RWY 36,  
Orig-B  
Vandalia, IL, VLA, RNAV (GPS) RWY 18,  
Orig-C  
Vandalia, IL, VLA, RNAV (GPS) RWY 36,  
Orig-C  
Vandalia, IL, VLA, VOR RWY 18, Amdt 12A,  
CANCELED  
Saginaw, MI, MBS, ILS OR LOC RWY 5,  
Amdt 11A  
Saginaw, MI, MBS, ILS OR LOC RWY 23,  
Amdt 5A  
Saginaw, MI, MBS, VOR RWY 14, Amdt 14A  
Fergus Falls, MN, FFM, RNAV (GPS) RWY  
13, Orig-C  
Jackson, MN, KMJQ, RNAV (GPS) RWY 13,  
Amdt 2, CANCELED  
Jackson, MN, MJQ, RNAV (GPS) RWY 14,  
Orig  
Jackson, MN, KMJQ, RNAV (GPS) RWY 31,  
Amdt 1B, CANCELED  
Jackson, MN, MJQ, RNAV (GPS) RWY 32,  
Orig  
Jackson, MN, KMJQ, Takeoff Minimums and  
Obstacle DP, Amdt 1  
Drew, MS, M37, VOR–A, Amdt 5A  
Beaufort, NC, KMRH, RNAV (GPS) RWY 21,  
Amdt 2C  
Beaufort, NC, KMRH, RNAV (GPS) RWY 26,  
Amdt 3A  
Greensboro, NC, KGSO, Takeoff Minimums  
and Obstacle DP, Amdt 1A  
Norfolk, NE, OFK, RNAV (GPS) RWY 14,  
Amdt 2A  
Norfolk, NE, OFK, RNAV (GPS) RWY 20,  
Amdt 2A  
Minden, NV, MEV, RNAV (GPS) RWY 16,  
Orig  
Minden, NV, MEV, RNAV (GPS) RWY 34,  
Orig  
Minden, NV, KMEV, RNAV (GPS)-A, Amdt 1,  
CANCELED  
Minden, NV, KMEV, RNAV (GPS)-B, Amdt 1,  
CANCELED  
Philadelphia, PA, PHL, ILS OR LOC RWY  
27L, ILS RWY 27L (SA CAT II), Amdt 16  
Philadelphia, PA, PHL, RNAV (GPS) RWY  
27L, Amdt 4  
Beaumont/Port Arthur, TX, BPT, ILS OR LOC  
RWY 12, Amdt 24  
Beaumont/Port Arthur, TX, BPT, RNAV  
(GPS) RWY 12, Amdt 1  
Beaumont/Port Arthur, TX, BPT, RNAV  
(GPS) RWY 16, Amdt 1  
Beaumont/Port Arthur, TX, BPT, RNAV  
(GPS) RWY 30, Amdt 1  
Beaumont/Port Arthur, TX, BPT, RNAV  
(GPS) RWY 34, Amdt 1  
Beaumont/Port Arthur, TX, KBPT, VOR RWY  
12, Amdt 9E, CANCELED

Beaumont/Port Arthur, TX, KPBT, VOR/DME  
RWY 34, Amdt 7F, CANCELED  
Commerce, TX, 2F7, RNAV (GPS) RWY 18,  
Amdt 1A  
Escalante, UT, 1L7, HASSL ONE, Graphic DP  
Escalante, UT, 1L7, RNAV (GPS) RWY 31,  
Orig  
Escalante, UT, 1L7, Takeoff Minimums and  
Obstacle DP, Orig

*Rescinded:* On December 5, 2023 (88 FR 84234), the FAA published an Amendment in Docket No. 31519, Amdt No. 4089, to part 97 of the Federal Aviation Regulations under § 97.20. The following entry for Hickory, NC, effective January 25, 2024, is hereby rescinded in its entirety:

Hickory, NC, KHKY, HICKORY THREE,  
Graphic DP, CANCELED

[FR Doc. 2024–00098 Filed 1–10–24; 8:45 am]

**BILLING CODE 4910–13–P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 97**

[Docket No. 31524; Amdt. No. 4094]

#### **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 January 11, 2024. 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 January 11, 2024.

**ADDRESSES:** Availability of matter incorporated by reference in the amendment is as follows: