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This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31559; Amdt. No. 4125]

#### 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 August 27, 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 August 27, 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, Standards Section Manager, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Office of Safety Standards, Flight Standards Service, Aviation Safety, 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 are 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 August 2, 2024.

**Thomas J. Nichols,**

*Standards Section Manager, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Office of Safety Standards, Flight Standards Service, Aviation Safety, Federal Aviation Administration.*

#### **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 5 September 2024**

Deadhorse, AK, SCC/PASC, ILS OR LOC RWY 6, Amdt 5

Deadhorse, AK, SCC/PASC, LOC BC RWY 24, Amdt 1

Dillingham, AK, PADL, LOC RWY 19, Amdt 8

Dillingham, AK, DLG/PADL, RNAV (GPS) Z RWY 1, Amdt 4

Dillingham, AK, DLG/PADL, RNAV (GPS) Z RWY 19, Amdt 4

Dillingham, AK, DLG/PADL, RNAV (RNP) Y RWY 1, Orig

Dillingham, AK, DLG/PADL, RNAV (RNP) Y RWY 19, Orig

Dillingham, AK, PADL, Takeoff Minimums and Obstacle DP, Amdt 4

Dillingham, AK, PADL, VOR RWY 1, Amdt 10

Petersburg, AK, PSG/PAPG, LDA–D, Amdt 7A

Point Hope, AK, PHO/PAPO, RNAV (GPS) RWY 1, Amdt 1A, CANCELED

Point Hope, AK, PHO/PAPO, RNAV (GPS) RWY 3, Orig

Point Hope, AK, PHO/PAPO, RNAV (GPS) RWY 19, Amdt 1A, CANCELED

Point Hope, AK, PHO/PAPO, RNAV (GPS) RWY 21, Orig

Point Hope, AK, PHO/PAPO, RNAV (GPS)–A, Orig

Point Hope, AK, PAPO, Takeoff Minimums and Obstacle DP, Orig

Point Hope, AK, PAPO, Takeoff Minimums and Obstacle DP, Amdt 1, CANCELED

Scammon Bay, AK, SCM/PACM, RNAV (GPS) RWY 11, Amdt 1

Scammon Bay, AK, SCM/PACM, RNAV (GPS) RWY 29, Amdt 2

Scammon Bay, AK, SCM/PACM, RNAV (GPS)–B, Orig–B, CANCELED

Scammon Bay, AK, PACM, Takeoff Minimums and Obstacle DP, Amdt 3

Napa, CA, APC, RNAV (GPS) RWY 19R, Orig

Punta Gorda, FL, PGD, ILS OR LOC RWY 4, Amdt 1

Punta Gorda, FL, PGD, RNAV (GPS) RWY 4, Amdt 3

Punta Gorda, FL, PGD, VOR RWY 4, Amdt 1, CANCELED

Punta Gorda, FL, PGD, VOR RWY 22, Amdt 5, CANCELED

Bloomfield, IA, 4K6, RNAV (GPS) RWY 36, Amdt 1

Mason City, IA, MCW, RNAV (GPS) RWY 12, Orig

Ottumwa, IA, OTM, ILS OR LOC RWY 31, Amdt 7

Ottumwa, IA, OTM, LOC BC RWY 13, Amdt 4, CANCELED

Ottumwa, IA, OTM, RNAV (GPS) RWY 13, Amdt 2

Ottumwa, IA, OTM, VOR RWY 13, Amdt 8, CANCELED

Perry, IA, KPRO, RNAV (GPS) RWY 14, Orig–B, CANCELED

Perry, IA, KPRO, RNAV (GPS) RWY 14, Orig, REINSTATED

Perry, IA, KPRO, RNAV (GPS) RWY 32, Amdt 1B, CANCELED

Perry, IA, KPRO, RNAV (GPS) RWY 32, Orig, REINSTATED

Jerome, ID, KJER, Takeoff Minimums and Obstacle DP, Amdt 3A

Baltimore, MD, BWI, ILS OR LOC RWY 10, ILS RWY 10 (SA CAT I), ILS RWY 10 (CAT II), ILS RWY 10 (CAT III), Amdt 22

Baltimore, MD, BWI, ILS OR LOC RWY 15R, Amdt 17

Baltimore, MD, BWI, ILS OR LOC RWY 28, Amdt 18

Baltimore, MD, BWI, ILS OR LOC RWY 33L, ILS RWY 33L (SA CAT I), ILS RWY 33L (SA CAT II), Amdt 13

Baltimore, MD, BWI, RNAV (GPS) Y RWY 10, Amdt 4

Baltimore, MD, BWI, RNAV (GPS) Y RWY 15R, Amdt 3

Baltimore, MD, BWI, RNAV (GPS) Y RWY 28, Amdt 3

Baltimore, MD, BWI, RNAV (GPS) Y RWY 33L, Amdt 5

Baltimore, MD, BWI, RNAV (RNP) X RWY 33L, Orig

Baltimore, MD, BWI, RNAV (RNP) Z RWY 10, Amdt 3

Baltimore, MD, BWI, RNAV (RNP) Z RWY 15R, Amdt 2

Baltimore, MD, BWI, RNAV (RNP) Z RWY 28, Amdt 2

Baltimore, MD, BWI, RNAV (RNP) Z RWY 33L, Amdt 4

Eastport, ME, EPM, RNAV (GPS) RWY 14, Amdt 2

Eastport, ME, EPM, RNAV (GPS) RWY 32, Amdt 2

Eastport, ME, KEPM, Takeoff Minimums and Obstacle DP, Amdt 1

Iron Mountain Kingsford, MI, KIMT, Takeoff Minimums and Obstacle DP, Amdt 6

Tupelo, MS, TUP, COPTER VOR 023, Orig–C, CANCELED

Hickory, NC, KHKY, HICKORY FOUR, Graphic DP

Grand Island, NE, GRI, RNAV (GPS) RWY 31, Amdt 2

Grand Island, NE, GRI, RNAV (GPS) RWY 35, Amdt 2

Minden, NE, 0V3, RNAV (GPS) RWY 34, Amdt 1

Newark, NJ, EWR, RNAV (GPS) W RWY 29, Orig

Newark, NJ, EWR, RNAV (GPS) X RWY 29, Orig–C

Trenton, NJ, TTN, VOR–A, Orig

Trenton, NJ, TTN, VOR OR GPS–A, Amdt 11B, CANCELED

Millbrook, NY, 44N, VOR–A, Amdt 8A, CANCELED

Monticello, NY, MSV, ILS OR LOC RWY 15, Amdt 7

Monticello, NY, MSV, RNAV (GPS) RWY 15, Amdt 1

Monticello, NY, MSV, RNAV (GPS) RWY 33, Amdt 2

New York, NY, JFK, RNAV (GPS) Z RWY 13L, Amdt 1

New York, NY, JFK, RNAV (GPS) Z RWY 13R, Orig–A

Youngstown/Warren, OH, YNG, ILS OR LOC RWY 14, Amdt 9

Youngstown/Warren, OH, YNG, ILS OR LOC RWY 32, Amdt 28

Youngstown/Warren, OH, YNG, RNAV (GPS) RWY 14, Amdt 1

Youngstown/Warren, OH, YNG, VOR–A, Orig–C, CANCELED

Anderson, SC, AND, VOR RWY 5, Amdt 10C

Chester, SC, DCM, NDB RWY 35, Amdt 3

Chester, SC, DCM, RNAV (GPS) RWY 17, Amdt 2

Newberry, SC, EOE, RNAV (GPS) RWY 4, Amdt 1

Newberry, SC, EOE, RNAV (GPS) RWY 22, Amdt 1

Union, SC, 35A, RNAV (GPS) RWY 23, Amdt 1

Desmet, SD, 6E5, RNAV (GPS) RWY 16, Orig

Desmet, SD, 6E5, RNAV (GPS) RWY 34, Orig

Desmet, SD, 6E5, Takeoff Minimums and Obstacle DP, Orig

Knoxville, TN, TYS, RADAR 1, Amdt 23, CANCELED

Fort Stockton, TX, KFST, Takeoff Minimums and Obstacle DP, Amdt 1

Wilbur, WA, 2S8, RNAV (GPS) RWY 2, Orig Wilbur, WA, 2S8, RNAV (GPS)-A, Orig-A, CANCELED

Rhineland, WI, RHI, RNAV (GPS) RWY 27, Amdt 2

Rhineland, WI, RHI, RNAV (GPS) RWY 33, Amdt 2

*Rescinded:* On July 1, 2024 (89 FR 54340), the FAA published an Amendment in Docket No. 31553, Amdt No. 4119, to part 97 of the Federal Aviation Regulations under § 97.33. The following entry for Chicago/Prospect Heights/Wheeling, IL, effective September 5, 2024, is hereby rescinded in its entirety:

Chicago/Prospect Heights/Wheeling, IL, PWK, RNAV (GPS) RWY 30, Amdt 1

[FR Doc. 2024–19066 Filed 8–26–24; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31560; Amdt. No. 4126]

#### 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 August 27, 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 August 27, 2024.

**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, 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 online 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, Standards Section Manager, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Office of Safety Standards, Flight Standards Service, Aviation Safety, 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 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 Air Missions (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, pilots 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