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 flight 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.

List of Subjects in 14 CFR part 97:

Issued in Washington, DC on September 18, 2020.

Wade Terrell,

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 5 November 2020
Koyuk, AK, Koyuk Alfred Adams, Takeoff Minimums and Obstacle DP, Amdt 1A
Durango, CO, KDRO, RNAV (GPS) RWY 21, Orig-A
Waterloo, IA, Waterloo Rgnl, RNAV (GPS) RWY 6, Amdt 1, CANCELLED
Waterloo, IA, Waterloo Rgnl, RNAV (GPS) RWY 24, Amdt 1, CANCELLED
Waterloo, IA, Waterloo Rgnl, VOR RWY 6, Amdt 4, CANCELLED
Waterloo, IA, Waterloo Rgnl, VOR RWY 24, Amdt 16D, CANCELLED
Chicago, IL, Chicago Midway Intl, ILS OR LOC RWY 4R, Amdt 2
Chicago, IL, KMWD, RNAV (RNP) X RWY 22L, Amdt 1
Chicago, IL, Chicago Midway Intl, RNAV (RNP) Y RWY 31C, Amdt 1
Chicago, IL, Chicago O’Hare Intl, ILS OR LOC RWY 22L, ILS RWY 22L (SA CAT I), ILS RWY 22L (SA CAT II), Amdt 7
Chicago, IL, Chicago O’Hare Intl, ILS OR LOC RWY 27L, ILS RWY 27L (SA CAT I), ILS RWY 27L (CAT II), ILS RWY 27L (CAT III), Amdt 32
Chicago, IL, Chicago O’Hare Intl, RNAV (GPS) RWY 9L, Amdt 4
Chicago, IL, Chicago O’Hare Intl, RNAV (GPS) RWY 27R, Amdt 4
Chicago, IL, Chicago O’Hare Intl, Takeoff Minimums and Obstacle DP, Amdt 22
Asheville, NC, KAVL, ILS OR LOC RWY 35, Orig, CANCELLED
Asheville, NC, KAVL, RNAV (GPS) RWY 17, Orig, CANCELLED
Asheville, NC, KAVL, RNAV (GPS) RWY 35, Orig, CANCELLED

West Chester, PA, KOQN, VOR-A, Amdt 4B
Charleston, SC, Charleston AFB/Intl, RNAV (GPS) Y RWY 3, Amdt 3
Charleston, SC, Charleston AFB/Intl, RNAV (GPS) Y RWY 15, Amdt 4
Charleston, SC, Charleston AFB/Intl, RNAV (GPS) Y RWY 21, Amdt 3
Charleston, SC, Charleston AFB/ Intl, RNAV (GPS) Y RWY 33, Amdt 4
Charleston, SC, Charleston AFB/Intl, RNAV (RNP) Z RWY 3, Amdt 1
Charleston, SC, Charleston AFB/Intl, RNAV (RNP) Z RWY 33, Amdt 1
El Paso, TX, El Paso Intl, ILS OR LOC RWY 22, Amdt 3E
El Paso, TX, El Paso Intl, RNAV (GPS) Y RWY 22, Orig-F
El Paso, TX, El Paso Intl, RNAV (RNP) Z RWY 22, Amdt 1B
Lone Rock, WI, Tri-County Rgnl, RNAV (GPS) RWY 9, Orig-B
Lone Rock, WI, Tri-County Rgnl, RNAV (GPS) RWY 27, Orig-B
Lone Rock, WI, Tri-County Rgnl, VOR-A, Amdt 7A, CANCELLED

[FR Doc. 2020–21853 Filed 10–2–20; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31333; Amdt. No. 3924]

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 October 5, 2020. 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 October 5, 2020.

**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 Navigation Products, 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 fedreg.legal@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 nfcd.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:**

**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 (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 the 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**

Issued in Washington, DC, on September 18, 2020.

Wade Terrell,

**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 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 as 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; § 97.31RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPER SIAPs, Identified as follows:

   **Effective Upon Publication**
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<th>AIRAC date</th>
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<th>City</th>
<th>Airport</th>
<th>FDC No.</th>
<th>FDC date</th>
<th>Subject</th>
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5–Nov–20 | MN | Princeton | Princeton Muni | 0/6743 | 9/8/20 | RNAV (GPS) RWY 15, Org-C.
5–Nov–20 | AK | Willow | Willow | 0/7081 | 8/26/20 | RNAV (GPS) RWY 13, Orig.
5–Nov–20 | AK | Willow | Willow | 0/7082 | 8/26/20 | RNAV (GPS) RWY 31, Orig.
5–Nov–20 | NE | Columbus | Columbus Muni | 0/7087 | 8/31/20 | RNAV (GPS) RWY 14, Org-C.
5–Nov–20 | NE | Columbus | Columbus Muni | 0/7088 | 8/31/20 | RNAV (GPS) RWY 32, Org-B.
5–Nov–20 | NE | Columbus | Columbus Muni | 0/7089 | 8/31/20 | LOC/DME RWY 14, Amdt 8C.
5–Nov–20 | NE | Columbus | Columbus Muni | 0/7090 | 8/31/20 | VOR RWY 14, Amdt 1D.
5–Nov–20 | NE | Columbus | Columbus Muni | 0/7091 | 8/31/20 | VOR RWY 32, Amdt 14C.
5–Nov–20 | WI | Eau Claire | Chippewa Valley Rgnl | 0/7631 | 9/14/20 | RNAV (GPS) RWY 17, Amdt 3.
5–Nov–20 | KS | Ottawa | Ottawa Muni | 0/8065 | 9/14/20 | RNAV (GPS) RWY 17, Amdt 3.
5–Nov–20 | MA | Stow | Minute Man Air Field | 0/8772 | 9/9/20 | RNAV (GPS) RWY 8, Amdt 1.
5–Nov–20 | PR | San Juan | Luis Munoz Marin Intl | 0/9029 | 9/14/20 | RNAV (GPS) RWY 21, Amdt 2.
5–Nov–20 | PR | San Juan | Luis Munoz Marin Intl | 0/9030 | 9/14/20 | RNAV (GPS) RWY 10, Amdt 2A.
5–Nov–20 | OH | Toledo | Eugene F Kranz Toledo Exp | 0/9591 | 9/9/20 | RNAV (GPS) RWY 16, Orig-A.
5–Nov–20 | OH | Toledo | Eugene F Kranz Toledo Exp | 0/9592 | 9/9/20 | RNAV (GPS) RWY 25, Amdt 2C.
5–Nov–20 | OH | Toledo | Eugene F Kranz Toledo Exp | 0/9593 | 9/9/20 | RNAV (GPS) RWY 34, Orig-C.
5–Nov–20 | OH | Toledo | Eugene F Kranz Toledo Exp | 0/9594 | 9/9/20 | RNAV (GPS) RWY 7, Amdt 1C.
5–Nov–20 | OH | Toledo | Eugene F Kranz Toledo Exp | 0/9595 | 9/9/20 | RNAV (GPS) RWY 13, Orig-A.
5–Nov–20 | MN | Minneapolis | Anoka County-Blaine (Janes Field) | 0/9618 | 9/14/20 | RNAV (GPS) RWY 27, Org-C.
5–Nov–20 | MN | Minneapolis | Anoka County-Blaine (Janes Field) | 0/9631 | 9/14/20 | RNAV (GPS) RWY 27, Org-D.
5–Nov–20 | TX | Gilmer | Fox Stephens Field-Gilmer Muni. | 0/9669 | 9/14/20 | RNAV (GPS) RWY 36, Orig-A.
5–Nov–20 | TX | Gilmer | Fox Stephens Field-Gilmer Muni. | 0/9673 | 9/14/20 | RNAV (GPS) RWY 18, Orig-A.
5–Nov–20 | TN | Sparta | Upper Cumberland Rgnl | 0/9685 | 9/9/20 | NDB RWY 4, Amdt 4B.
5–Nov–20 | MN | Little Falls | Little Falls/Morrison County-Lindbergh Fld. | 0/9906 | 9/10/20 | NDB RWY 31, Amdt 6D.
5–Nov–20 | MN | Little Falls | Little Falls/Morrison County-Lindbergh Fld. | 0/9907 | 9/10/20 | RNAV (GPS) RWY 31, Orig-B.
5–Nov–20 | WI | Rice Lake | Rice Lake Rgnl-Carl’s Field | 0/9994 | 9/11/20 | RNAV (GPS) RWY 19, Amdt 3.

DEPARTMENT OF COMMERCE

Bureau of Industry and Security

15 CFR Parts 740, 772, and 774

[Docket No. 200087–0209]

RIN 0964–A103

Implementation of Certain New Controls on Emerging Technologies Agreed at Wassenaar Arrangement 2019 Plenary

AGENCY: Bureau of Industry and Security, Commerce.

ACTION: Final rule.

SUMMARY: The Bureau of Industry and Security (BIS) maintains, as part of its Export Administration Regulations (EAR), the Commerce Control List (CCL), which identifies certain items subject to Department of Commerce jurisdiction. This final rule revises the CCL, as well as corresponding parts of the EAR, to implement certain changes made to the Wassenaar Arrangement List of Dual-Use Goods and Technologies (WA List) maintained and agreed to by governments participating in the Wassenaar Arrangement on Export Controls for Conventional Arms and Dual-Use Goods and Technologies (Wassenaar Arrangement, or WA) at the December 2019 WA Plenary meeting. The Wassenaar Arrangement advocates implementation of effective export controls on strategic items with the objective of improving regional and international security and stability. This final rule implements multilateral controls on six recently developed or developing technologies, which were identified by the WA December 2019 WA Plenary Meeting in a manner contemplated by the Export Control Reform Act of 2018 (ECRA) to identify emerging technologies that are essential to U.S. national security. This rule harmonizes the CCL with the WA December 2019 Plenary Meeting agreements that pertain to these six technologies. The inclusion of the six technologies in this final rule is consistent with the requirements of ECRA and the decision of the WA to add such technologies to its control lists, thereby making exports of such technologies subject to multilateral control. As these six technologies are recently developed or developing technologies that are essential to the national security of the United States, early implementation of the applicable WA December 2019 Plenary agreements is warranted. The remaining WA 2019 Plenary agreements will be implemented in a separate rule.