

AIRAC date	State	City	Airport	FDC No.	FDC date	Subject
3–Nov–22 .....	FL	Pompano Beach .....	Pompano Beach Airpark .....	2/4543	9/13/22	LOC RWY 15, Amdt 5.
3–Nov–22 .....	WI	Rhineland .....	Rhineland/Oneida County .....	2/7445	9/15/22	ILS OR LOC RWY 9, Amdt 8E.
3–Nov–22 .....	CO	Montrose .....	Montrose Rgnl .....	2/7519	9/19/22	RNAV (GPS) RWY 35, Orig-D.
3–Nov–22 .....	CO	Montrose .....	Montrose Rgnl .....	2/7520	9/19/22	VOR RWY 13, Amdt 9D.
3–Nov–22 .....	IN	Huntingburg .....	Huntingburg .....	2/7940	9/15/22	RNAV (GPS) RWY 9, Amdt 1.
3–Nov–22 .....	WI	Rhineland .....	Rhineland/Oneida County .....	2/7949	9/15/22	RNAV (GPS) RWY 15, Amdt 1E.
3–Nov–22 .....	NC	Asheboro .....	Asheboro Rgnl .....	2/8543	9/16/22	RNAV (GPS) RWY 21, Amdt 1.
3–Nov–22 .....	TX	Sulphur Springs .....	Sulphur Springs Muni .....	2/8586	9/19/22	RNAV (GPS) RWY 1, Amdt 1D.
3–Nov–22 .....	TX	Sulphur Springs .....	Sulphur Springs Muni .....	2/8587	9/19/22	RNAV (GPS) RWY 19, Orig-D.
3–Nov–22 .....	PA	Pittsburgh .....	Allegheny County .....	2/9881	9/22/22	RNAV (GPS) RWY 28, Amdt 3A.

[FR Doc. 2022–23635 Filed 10–28–22; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31451; Amdt. No. 4029]

#### 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 October 31, 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 October 31, 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](mailto: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](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., 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 September 30, 2022.

**Thomas J. Nichols,**

*Manager, Aviation Safety, Flight Standards Service 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 3 November 2022*

Shaktoolik, AK, PFSH, RNAV (GPS) RWY 33, Amdt 1A  
 Yakutat, AK, PAYA, ILS OR LOC RWY 11, Amdt 4  
 Yakutat, AK, PAYA, LOC BC RWY 29, Amdt 9  
 Auburn, AL, KAUO, ILS OR LOC RWY 36, Amdt 3  
 Muscle Shoals, AL, KMSL, ILS Y OR LOC Y RWY 30, Amdt 1  
 Muscle Shoals, AL, KMSL, ILS Z OR LOC Z RWY 30, Amdt 7  
 Muscle Shoals, AL, KMSL, RNAV (GPS) RWY 30, Amdt 3  
 Muscle Shoals, AL, KMSL, VOR RWY 12, Amdt 6C, CANCELLED  
 Helena/West Helena, AR, KHEE, RNAV (GPS) RWY 18, Amdt 2  
 Helena/West Helena, AR, KHEE, RNAV (GPS) RWY 36, Amdt 2  
 Helena/West Helena, AR, KHEE, VOR RWY 36, Amdt 2  
 Groton (New London), CT, KGON, ILS OR LOC RWY 5, Amdt 11F  
 Groton (New London), CT, KGON, RNAV (GPS) RWY 5, Orig-H  
 Groton (New London), CT, KGON, VOR RWY 5, Amdt 8D  
 Middletown, DE, KEVY, RNAV (GPS) RWY 17, Amdt 2D  
 Jacksonville, FL, KJAX, ILS Y OR LOC Y RWY 8, ILS Y RWY 8 (SA CAT I), ILS Y RWY 8 (CAT II), ILS Y RWY 8 (CAT III), Amdt 14  
 Jacksonville, FL, KJAX, ILS Y OR LOC Y RWY 26, Amdt 3  
 Iowa City, IA, KIOW, Takeoff Minimums and Obstacle DP, Amdt 5  
 Columbus, IN, KBAK, RNAV (GPS) RWY 23, Amdt 1  
 Columbus, IN, KBAK, RNAV (GPS) RWY 32, Amdt 1  
 Goodland, KS, KGLD, RNAV (GPS) RWY 23, Amdt 2  
 Shreveport, LA, KDTN, LOC RWY 14, Amdt 5B  
 Boston, MA, KBOS, RNAV (GPS) RWY 4L, Amdt 1  
 Machias, ME, KMVM, RNAV (GPS) RWY 36, Amdt 1

Rockland, ME, KRKD, Takeoff Minimums and Obstacle DP, Amdt 5  
 Dickinson, ND, KDIK, ILS OR LOC RWY 32, Orig  
 Dickinson, ND, KDIK, RNAV (GPS) RWY 7, Orig  
 Dickinson, ND, KDIK, RNAV (GPS) RWY 14, Orig  
 Dickinson, ND, KDIK, RNAV (GPS) RWY 15, Orig, CANCELLED  
 Dickinson, ND, KDIK, RNAV (GPS) RWY 32, Orig  
 Dickinson, ND, KDIK, RNAV (GPS) RWY 33, Orig, CANCELLED  
 Dickinson, ND, KDIK, Takeoff Minimums and Obstacle DP, Amdt 3  
 Reno, NV, KRNO, ILS X OR LOC X RWY 17R, Amdt 1  
 Reno, NV, KRNO, ILS Y RWY 17R, Amdt 1  
 Reno, NV, KRNO, ILS Z OR LOC Z RWY 17R, Amdt 1  
 Reno, NV, KRNO, LOC Y RWY 17R, Amdt 1  
 Reno, NV, KRNO, RNAV (GPS) X RWY 17R, Amdt 2  
 Tonopah, NV, KTPH, RNAV (GPS) RWY 15, Orig-C  
 Medford, OR, KMFR, RNAV (RNP) Z RWY 14, Amdt 1  
 Medford, OR, KMFR, RNAV (RNP) Z RWY 32, Amdt 1  
 Roseburg, OR, KRBG, RNAV (GPS)-B, Amdt 1  
 Roseburg, OR, KRBG, Takeoff Minimums and Obstacle DP, Amdt 7A  
 Honesdale, PA, N30, VOR-A, Amdt 6A  
 Angleton/Lake Jackson, TX, KLBX, ILS OR LOC RWY 17, Amdt 8  
 Galveston, TX, KGLS, ILS OR LOC RWY 14, Amdt 13  
 Galveston, TX, KGLS, RNAV (GPS) RWY 14, Amdt 2  
 Kanab, UT, KKNB, RNAV (GPS) RWY 1, Amdt 2  
 Richmond, VA, KRIC, ILS OR LOC RWY 34, ILS RWY 34 (SA CAT I), ILS RWY 34 (CAT II), ILS RWY 34 (CAT III), Amdt 15  
 Burlington, VT, KBTW, RNAV (GPS) Z RWY 33, Orig-C  
 Spokane, WA, KSFF, Takeoff Minimums and Obstacle DP, Amdt 6A  
 Evanston, WY, KEVW, FORT BRIDGER ONE, Graphic DP  
 Evanston, WY, Evanston-Unita County Burns FLD, Takeoff Minimums and Obstacle DP, Amdt 2

*Rescinded:* On September 26, 2022 (87 FR 58263), the FAA published an Amendment in Docket No. 31447, Amdt No. 4025, to Part 97 of the Federal Aviation Regulations under section 97.37. The following entries for, Duluth, MN, effective November 3, 2022, is hereby rescinded in its entirety:

Duluth, MN, Sky Harbor, Takeoff Minimums and Obstacle DP, Orig

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