

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

Air traffic control, Airports, Incorporation by reference, Navigation (air).

Issued in Washington, DC, on January 30, 2026.

Rune Duke,

Manager (Acting), Standards Section, Flight Procedures and Airspace Group, Flight Technologies & Procedures Division, Federal Aviation Administration.

Accordingly, pursuant to the authority delegated to me, 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 to 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; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, Identified as follows:

* * * Effective Upon Publication

AIRAC date	State	City	Airport	FDC No.	FDC date	Procedure name
19-Mar-26 ...	NY	Niagara Falls	Niagara Falls Intl	5/1781	12/1/2025	ILS Y OR LOC Y RWY 28, Orig.
19-Mar-26 ...	NY	Niagara Falls	Niagara Falls Intl	5/1782	12/1/2025	TACAN RWY 28, Orig.
19-Mar-26 ...	NY	Niagara Falls	Niagara Falls Intl	5/1784	12/1/2025	NDB RWY 28, Orig.
19-Mar-26 ...	MA	Westfield/Springfield	Westfield-Barnes Rgnl	5/2063	12/1/2025	VOR OR TACAN RWY 2, Amdt 4H.
19-Mar-26 ...	AR	Little Rock	Bill And Hillary Clinton Ntl/ Adams Fld.	5/3108	12/2/2025	ILS OR LOC RWY 4L, Amdt 27.
19-Mar-26 ...	MT	Plentywood	Sher-Wood	5/4577	11/4/2025	Takeoff Minimums and Obstacle DP, Orig.
19-Mar-26 ...	PA	Altoona	Altoona/Blair County	5/5199	12/5/2025	RNAV (GPS) Y RWY 3, Amdt 1C.
19-Mar-26 ...	TN	Nashville	Nashville Intl	5/5734	11/14/2025	RNAV (RNP) Z RWY 20R, Amdt 3.
19-Mar-26 ...	AR	Benton	Saline County Rgnl	5/7551	12/12/2025	ILS OR LOC RWY 2, Amdt 2.
19-Mar-26 ...	TX	Midland	Midland Airpark	5/7951	12/12/2025	Takeoff Minimums and Obstacle DP, Amdt 4.
19-Mar-26 ...	NV	Las Vegas	North Las Vegas	5/8543	11/20/2025	ILS OR LOC RWY 12L, Amdt 1.
19-Mar-26 ...	OH	Elyria	Elyria	6/0534	1/5/2026	Takeoff Minimums and Obstacle DP, Amdt 2.

[FR Doc. 2026-02296 Filed 2-4-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31647; Amdt. No. 4203]

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 February 5, 2026. 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 February 5, 2026.

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 or email 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 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:

Rune Duke, Manager (Acting), Standards Section, Flight Procedures and Airspace Group, 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 of 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 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 January 30, 2026.

Rune Duke,

Manager (Acting), Standards Section, Flight Procedures and Airspace Group, Flight Technologies & Procedures Division, 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 19 March 2026

Union Springs, AL, 07A, RNAV (GPS) RWY 32, Orig-A
Blythe, CA, BLH, VOR/DME RWY 26, Amdt 6, CANCELED
Jacksonville, FL, CRG, ILS OR LOC RWY 32, Amdt 5C
Orlando, FL, MCO, RNAV (GPS) Y RWY 17L, Amdt 2C
Orlando, FL, MCO, RNAV (GPS) Y RWY 18R, Amdt 2B
Orlando, FL, MCO, RNAV (GPS) Y RWY 35R, Amdt 2B
Orlando, FL, MCO, RNAV (GPS) Y RWY 36L, Amdt 4A
Orlando, FL, MCO, RNAV (RNP) Z RWY 17L, Orig
Orlando, FL, MCO, RNAV (RNP) Z RWY 18R, Orig
Orlando, FL, MCO, RNAV (RNP) Z RWY 35R, Orig
Orlando, FL, MCO, RNAV (RNP) Z RWY 36L, Orig
Hampton, IA, HPT, VOR RWY 35, Amdt 1H
Hailey, ID, SUN, RNAV (GPS) Y RWY 31, Orig-A
Hailey, ID, SUN, RNAV (GPS) Z RWY 31, Orig-A
Nantucket, MA, ACK, ILS OR LOC RWY 6, Amdt 2B
Nantucket, MA, ACK, ILS OR LOC RWY 24, ILS RWY 24 (SA CAT I), Amdt 17A
Nantucket, MA, ACK, RNAV (GPS) RWY 6, Amdt 1A
Nantucket, MA, ACK, RNAV (GPS) RWY 15, Orig-C
Nantucket, MA, ACK, RNAV (GPS) RWY 24, Amdt 1D
Nantucket, MA, ACK, RNAV (GPS) RWY 33, Amdt 1B
Augusta, ME, AUG, VOR RWY 35, Amdt 7
Minneapolis, MN, MSP, ILS OR LOC RWY 12L, ILS RWY 12L (SA CAT I), ILS RWY

12L (CAT II), ILS RWY 12L (CAT III), Amdt 12
 Minneapolis, MN, MSP, ILS OR LOC RWY 12R, ILS RWY 12R (SA CAT I), ILS RWY 12R (CAT II), ILS RWY 12R (CAT III), Amdt 13
 Minneapolis, MN, MSP, ILS OR LOC RWY 30L, ILS RWY 30L (CAT II), Amdt 48
 Minneapolis, MN, MSP, ILS OR LOC RWY 30R, Amdt 17
 Minneapolis, MN, MSP, ILS V RWY 35 (CONVERGING), Amdt 6
 Minneapolis, MN, MSP, ILS Z OR LOC RWY 35, ILS RWY 35 (SA CAT I), ILS RWY 35 (CAT II), ILS RWY 35 (CAT III), Amdt 6
 Minneapolis, MN, MSP, RNAV (GPS) Z RWY 12L, Amdt 6
 Minneapolis, MN, MSP, RNAV (GPS) Z RWY 12R, Amdt 5
 Minneapolis, MN, MSP, RNAV (GPS) Z RWY 30L, Amdt 6
 Minneapolis, MN, MSP, RNAV (GPS) Z RWY 30R, Amdt 5
 Minneapolis, MN, MSP, RNAV (GPS) Z RWY 35, Amdt 5
 Minneapolis, MN, MSP, RNAV (RNP) Y RWY 12L, Amdt 1
 Minneapolis, MN, MSP, RNAV (RNP) Y RWY 12R, Amdt 2
 Minneapolis, MN, MSP, RNAV (RNP) Y RWY 30L, Amdt 2
 Minneapolis, MN, MSP, RNAV (RNP) Y RWY 30R, Amdt 2
 Minneapolis, MN, MSP, RNAV (RNP) Y RWY 35, Amdt 3
 Kansas City, MO, MKC, RNAV (GPS) Z RWY 19, Amdt 2A
 Smithfield, NC, JNX, ILS Y OR LOC Y RWY 3, Amdt 1B
 Smithfield, NC, JNX, ILS Z OR LOC Z RWY 3, Amdt 2B
 Smithfield, NC, JNX, RNAV (GPS) RWY 3, Amdt 2A
 Smithfield, NC, JNX, RNAV (GPS) RWY 21, Amdt 2
 Alamogordo, NM, ALM, RNAV (GPS) RWY 4, Amdt 2C
 Ogdensburg, NY, OGS, RNAV (GPS) RWY 27, Amdt 2B
 Columbus, OH, CMH, RNAV (GPS) Y RWY 28R, Amdt 3A
 Kent, OH, 1G3, NDB RWY 2, Amdt 14
 Kent, OH, 1G3, RNAV (GPS) RWY 2, Amdt 3
 Kent, OH, 1G3, RNAV (GPS) RWY 20, Amdt 2
 Kent, OH, 1G3, Takeoff Minimums and Obstacle DP, Amdt 1
 Kent, OH, 1G3, VOR-A, Amdt 15
 Piqua, OH, I17, RNAV (GPS) RWY 8, Amdt 1A
 Piqua, OH, I17, RNAV (GPS) RWY 26, Amdt 1B
 Austin, TX, HYI, RNAV (GPS) RWY 17, Orig C
 Dallas, TX, DAL, RNAV (GPS) Y RWY 13L, Amdt 2
 Dallas, TX, DAL, RNAV (GPS) Y RWY 13R, Amdt 1
 Fort Worth, TX, 4T2, Takeoff Minimums and Obstacle DP, Orig-A

[FR Doc. 2026-02295 Filed 2-4-26; 8:45 am]
BILLING CODE 4910-13-P

DEPARTMENT OF JUSTICE

Drug Enforcement Administration

21 CFR Parts 1300, 1301, 1304, 1306, and 1307

[Docket No. DEA-377]

RIN 1117-AB37

Registering Emergency Medical Services Agencies Under the Protecting Patient Access to Emergency Medications Act of 2017

AGENCY: Drug Enforcement Administration, Department of Justice.

ACTION: Final rule.

SUMMARY: The “Protecting Patient Access to Emergency Medications Act of 2017,” (the Act) which became law on November 17, 2017, amended the Controlled Substances Act (CSA) to allow for a new registration category for emergency medical services agencies that handle controlled substances. It also established standards for registering emergency medical services agencies, and set forth new requirements for delivery, storage, and recordkeeping related to their handling of controlled substances. In addition, the Act allows emergency medical services professionals to administer controlled substances outside the physical presence of a medical director or authorizing medical professional pursuant to a valid standing or verbal order. The Drug Enforcement Administration is publishing this final rule to conform its regulations to the statutory amendments of the CSA and to otherwise implement its requirements. This final rule adopts, with minor modifications, the notice of proposed rulemaking published on October 5, 2020.

DATES: This rule is effective March 9, 2026.

FOR FURTHER INFORMATION CONTACT:

Heather E. Achbach, Regulatory Drafting and Policy Support Section (DPW), Diversion Control Division, Drug Enforcement Administration; Mailing Address: 8701 Morrissette Drive, Springfield, Virginia 22152; Telephone: (571) 776-3882.

SUPPLEMENTARY INFORMATION:

Outline

I. Background and Purpose

- A. Legal Authority
- B. Purpose
- C. Background
- D. Summary of the Act and Changes to the CSA
- E. Summary of the Notice of Proposed Rulemaking

II. Discussion of Public Comments

III. Section-by-Section Summary of the Final Rule

IV. Regulatory Analyses

I. Background and Purpose

A. Legal Authority

On November 17, 2017, the “Protecting Patient Access to Emergency Medications Act of 2017,” Public Law 115-83 (131 Stat. 1267) (the Act), became law.

The Act amended a section of the CSA, 21 U.S.C. 823, by adding a new subsection, 21 U.S.C. 823(k). This new subsection alters a number of CSA requirements “[f]or the purpose of enabling emergency medical services professionals to administer controlled substances in schedule II, III, IV, or V to ultimate users receiving emergency medical services.” 21 U.S.C. 823(k)(1). The Act also specifically authorizes the Attorney General (and thus the Administrator of the Drug Enforcement Administration (DEA) by delegation)¹ to issue certain regulations to implement the Act. *Id.* 823(k)(11).

B. Purpose

The purposes of this final rule are two-fold. First, this final rule codifies, in DEA regulations, the statutory amendments made by the Act, conforming DEA’s implementing regulations to statutory amendments of the CSA that have already taken effect. Second, this final rule makes limited additional changes that are authorized by the CSA, as amended by the Act, and to further implement the Act and effectuate its purposes.

C. Background

When an individual experiences a medical emergency, the entry into the healthcare system may not start with the care of a physician within a traditional clinical setting, but instead with the intervention of emergency medical services (EMS) personnel affiliated with a local EMS agency at the incident site. EMS personnel, who provide emergency medical services by ground, air, or otherwise, respond to 60 million calls in 2024. EMS involves the evaluation and management of patients with acute traumatic and medical conditions in a prehospital environment,² and is an important component of medical care, as early medical intervention saves lives and often reduces the severity of injury.³ The nature of medical

¹ 21 U.S.C. 871(a); 28 CFR 0.100(b).

² Federal Interagency Committee on Emergency Medical Services (FICEMS) 2011 National EMS Assessment.

³ Kuehl, Alexander. “25.” Prehospital Systems and Medical Oversight. Dubuque, IA: Kendall/Hunt