

does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

### Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1G, "FAA National Environmental Policy Act Implementing Procedures," paragraph B-2.5(a), which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points); and paragraph B-2.5(k), which categorically excludes from further environmental impact review the publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. As such, this action is not expected to result in any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

### Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

### The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

### PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

#### § 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11K, Airspace Designations and Reporting Points, dated August 4, 2025, and effective September 15, 2025, is amended as follows:

*Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.*

\* \* \* \* \*

**ASW NM E5 Zuni, NM [Remove]**

\* \* \* \* \*

Issued in Fort Worth, Texas, on March 13, 2026.

**Jerry J. Creecy,**

*Acting Manager, Operations Support Group, ATO Central Service Center.*

[FR Doc. 2026–05219 Filed 3–16–26; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31654; Amdt. No. 4209]

#### 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 March 17, 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 March 17, 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](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:

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 March 13, 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 16 April 2026

Telluride, CO, KTEX, RNAV (GPS) X RWY 9, Orig  
Portland, ME, KPWM, RNAV (RNP) Z RWY 29, Orig  
Beatrice, NE, BIE, RNAV (GPS) RWY 14, Amdt 1F

##### Effective 14 May 2026

Mobile, AL, BFM, VOR RWY 14, Amdt 9A, CANCELED  
Flagstaff, AZ, FLG, VOR RWY 21, Amdt 1A, CANCELED  
Napa, CA, APC, ILS Z OR LOC Z RWY 1L, Amdt 2  
Napa, CA, APC, RNAV (GPS) Y RWY 1L, Amdt 4  
Napa, CA, APC, RNAV (GPS) Z RWY 1L, Amdt 3  
Ontario, CA, ONT, RNAV (RNP) Z RWY 8R, Orig-A  
Petaluma, CA, O69, RNAV (GPS) RWY 29, Amdt 1  
Orlando, FL, ISM, ILS OR LOC RWY 15, Amdt 1B  
Orlando, FL, ISM, RNAV (GPS) RWY 15, Amdt 1B

Red Oak, IA, RDK, VOR/DME–A, Amdt 5A, CANCELED  
Tipton, IA, 8C4, VOR RWY 11, Amdt 3, CANCELED  
Fairfield, IL, FWC, NDB RWY 9, Amdt 3D, CANCELED  
Kewanee, IL, EZI, RNAV (GPS) RWY 1, Amdt 1B  
Kewanee, IL, EZI, RNAV (GPS) RWY 19, Amdt 1C  
Mount Vernon, IL, MVN, Takeoff Minimums and Obstacle DP, Orig-A  
Paxton, IL, 1C1, VOR RWY 18, Amdt 2B, CANCELED  
Quincy, IL, UIN, NDB RWY 4, Amdt 19, CANCELED  
Fort Wayne, IN, FWA, ILS OR LOC RWY 5, ILS RWY 5 (CAT II), Amdt 16  
Fort Wayne, IN, FWA, VOR OR TACAN RWY 5, Amdt 21  
Fort Wayne, IN, FWA, VOR OR TACAN RWY 14, Amdt 18  
Fort Wayne, IN, FWA, VOR OR TACAN RWY 23, Amdt 15  
Rochester, IN, RCR, RNAV (GPS) RWY 29, Amdt 1B  
Rochester, IN, RCR, Takeoff Minimums and Obstacle DP, Orig-A  
South Bend, IN, SBN, VOR RWY 18, Amdt 7F, CANCELED  
Dodge City, KS, DDC, VOR RWY 14, Amdt 19C, CANCELED  
Dodge City, KS, DDC, VOR RWY 32, Amdt 5D, CANCELED  
Lexington, KY, LEX, ILS OR LOC RWY 4, Amdt 19  
Lexington, KY, LEX, RNAV (GPS) RWY 4, Amdt 4  
Bunkie, LA, 2R6, VOR/DME–A, Amdt 6, CANCELED  
Monroe, LA, MLU, VOR RWY 32, Amdt 5B  
Rayville, LA, M79, VOR/DME–A, Amdt 3, CANCELED  
Oakland, MD, 2G4, VOR RWY 9, Orig-B, CANCELED  
Ann Arbor, MI, ARB, VOR RWY 6, Amdt 13F, CANCELED  
Ann Arbor, MI, ARB, VOR RWY 24, Amdt 13G, CANCELED  
Caro, MI, CFS, VOR–A, Amdt 7A, CANCELED  
Pellston, MI, PLN, VOR RWY 23, Amdt 16C, CANCELED  
Sturgis, MI, IRS, NDB RWY 19, Amdt 6A, CANCELED  
Sturgis, MI, IRS, NDB RWY 24, Amdt 11, CANCELED  
Marshall, MN, MML, VOR RWY 12, Amdt 8C, CANCELED  
Morris, MN, MOX, VOR RWY 14, Amdt 2A, CANCELED  
Morris, MN, MOX, VOR RWY 32, Amdt 6A, CANCELED  
Rushford, MN, 55Y, VOR–A, Amdt 2C, CANCELED  
Thief River Falls, MN, TVF, VOR Y RWY 13, Amdt 9B, CANCELED  
Thief River Falls, MN, TVF, VOR Z RWY 13, Amdt 2D, CANCELED  
Willmar, MN, BDH, VOR RWY 31, Amdt 1, CANCELED  
Fredericktown, MO, H88, VOR RWY 19, Amdt 1C, CANCELED  
Fredericktown, MO, H88, VOR/DME RWY 1, Amdt 3C, CANCELED  
Fulton, MO, FTT, VOR–A, Amdt 5A, CANCELED

Kaiser/Lake Ozark, MO, AIZ, VOR RWY 4, Amdt 7C, CANCELED

St Charles, MO, SET, VOR RWY 18, Amdt 1A, CANCELED

Charlotte, NC, CLT, Takeoff Minimums and Obstacle DP, Amdt 9A

Bismarck, ND, BIS, Takeoff Minimums and Obstacle DP, Amdt 9

Casselton, ND, 5N8, VOR/DME RWY 31, Amdt 1C, CANCELED

Dickinson, ND, DIK, VOR-A, Amdt 6A, CANCELED

Minot, ND, MOT, VOR RWY 8, Amdt 11B, CANCELED

Minot, ND, MOT, VOR RWY 26, Amdt 13B, CANCELED

Beatrice, NE, BIE, VOR RWY 18, Amdt 4, CANCELED

Beatrice, NE, BIE, VOR RWY 36, Amdt 11, CANCELED

Fairmont, NE, FMZ, NDB RWY 17, Amdt 2A, CANCELED

Fairmont, NE, FMZ, NDB RWY 35, Amdt 3A, CANCELED

Lincoln, NE, LNK, RNAV (GPS) RWY 17, Amdt 1

Lincoln, NE, LNK, Takeoff Minimums and Obstacle DP, Orig-B

Plattsmouth, NE, PMV, NDB RWY 16, Orig-A, CANCELED

Plattsmouth, NE, PMV, NDB RWY 34, Amdt 1, CANCELED

Silver City, NM, SVC, VOR-A, Amdt 7E

Tucumcari, NM, TCC, RNAV (GPS) RWY 3, Amdt 1

Tucumcari, NM, TCC, RNAV (GPS) RWY 21, Amdt 1

Tucumcari, NM, TCC, RNAV (GPS) RWY 26, Amdt 1

Bellefontaine, OH, EDJ, VOR RWY 7, Orig-D, CANCELED

Bellefontaine, OH, EDJ, VOR RWY 25, Amdt 1, CANCELED

Columbus, OH, OSU, ILS OR LOC RWY 9R, Amdt 5D

London, OH, UYF, RNAV (GPS) RWY 9, Orig-C

Wooster, OH, BJJ, VOR RWY 10, Amdt 1D, CANCELED

Wooster, OH, BJJ, VOR RWY 28, Orig-F, CANCELED

Franklin, PA, FKL, VOR RWY 21, Amdt 8C, CANCELED

Eagle Butte, SD, 84D, RNAV (GPS) RWY 13, Orig

Eagle Butte, SD, 84D, RNAV (GPS) RWY 31, Amdt 1

Eagle Butte, SD, 84D, Takeoff Minimums and Obstacle DP, Amdt 2

Mitchell, SD, MHE, VOR RWY 13, Amdt 11B, CANCELED

Parkston, SD, 8V3, RNAV (GPS) RWY 15, Orig-B

Parkston, SD, 8V3, RNAV (GPS) RWY 33, Orig-B

Livingston, TN, 8A3, VOR/DME RWY 21, Amdt 5D, CANCELED

Brady, TX, BBD, RNAV (GPS) RWY 35, Amdt 1C

Caldwell, TX, RWV, VOR/DME-A, Amdt 3A, CANCELED

College Station, TX, CLL, ILS OR LOC RWY 35, Amdt 15

Dalhart, TX, DHT, VOR/DME RWY 35, Amdt 3A, CANCELED

Midland, TX, MDD, VOR RWY 25, Amdt 3E, CANCELED

Midland, TX, MDD, VOR-A, Amdt 2B, CANCELED

Monahans, TX, E01, VOR/DME RWY 12, Amdt 1D, CANCELED

Perryton, TX, PYX, NDB-A, Amdt 4B, CANCELED

Wink, TX, INK, VOR RWY 13, Amdt 10B, CANCELED

Tooele, UT, TVY, ILS OR LOC RWY 17, Amdt 3A

Tooele, UT, TVY, RNAV (GPS) RWY 17, Amdt 4A

Burlington, WI, BUU, VOR-A, Amdt 2B, CANCELED

Lone Rock, WI, LNR, LOC RWY 27, Amdt 1A [FR Doc. 2026-05210 Filed 3-16-26; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 165

[Docket Number USCG-2026-0292]

RIN 1625-AA00

#### Safety Zone; San Pedro Channel and San Pedro Bay, CA

**AGENCY:** Coast Guard, Department of Homeland Security.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone for navigable waters in San Pedro Channel and San Pedro Bay, CA. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards associated with the presence and removal of damaged containers and cargo onboard the vessel OOCL SUNFLOWER. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port, Los Angeles—Long Beach, or their designated representative.

**DATES:** This rule is effective without actual notice from March 17, 2026, through April 30, 2026. For the purposes of enforcement, actual notice will be used from March 12, 2026, through March 17, 2026.

**ADDRESSES:** To view available documents, go to <https://www.regulations.gov> and search for USCG-2026-0292.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this rule, contact LCDR Kevin Kinsella, Sector Los Angeles—Long Beach Waterways Management Division, U.S. Coast Guard; telephone 310-521-3860, email [D11-SMB-SectorLALB-WWM@uscg.mil](mailto:D11-SMB-SectorLALB-WWM@uscg.mil).

**SUPPLEMENTARY INFORMATION:**

## I. Table of Abbreviations

CFR Code of Federal Regulations  
 COTP Captain of the Port  
 DHS Department of Homeland Security  
 FR Federal Register  
 NPRM Notice of proposed rulemaking  
 RFA Regulatory Flexibility Act  
 § Section  
 U.S.C. United States Code

## II. Background and Authority

The Coast Guard received notification that the container vessel OOCL SUNFLOWER would be transiting through San Pedro Channel and arriving in San Pedro Bay, CA on or about March 12, 2026, with damaged and potentially unsecured containers onboard. The Captain of the Port (COTP) Los Angeles—Long Beach has determined that the presence of damaged containers, some of which may contain hazardous materials, and operations to secure or remove these containers, may pose a safety risk to persons, vessels, and the marine environment within 500 yards. Therefore, the COTP is issuing this rule under the authority in 46 U.S.C. 70034, which is needed to protect personnel, vessels, and the marine environment in the navigable waters within the safety zone.

Because of the risks associated with these potential hazards, the Coast Guard is issuing this rule without prior notice and comment. As is authorized by 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because it is impracticable and contrary to the public interest. The Coast Guard was notified of the damaged containers on March 4, 2026, but we must establish this safety zone by March 12, 2026, to protect personnel, vessels, and the marine environment. Therefore, we do not have enough time to solicit and respond to comments.

For the same reasons, the Coast Guard finds that under 5 U.S.C. 553(d)(3), good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**.

## III. Discussion of the Rule

This rule establishes a safety zone on March 12, 2026, through April 30, 2026. The date and time of actual enforcement will depend on the vessel's transit progress and arrival and will be announced to the public in advance. The safety zone will cover all navigable waters in San Pedro Channel and San Pedro Bay, encompassing a 500 yard radius around the vessel OOCL SUNFLOWER, IMO # 9949728. Vessels and persons will not be allowed to enter