

Issued in Washington, DC, on May 8, 2026.

**Gary W. Petty,**

*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 11 June 2026*

Marysville, CA, MYV, RNAV (GPS) RWY 14, Orig-E

Marysville, CA, MYV, RNAV (GPS) RWY 32, Orig-E

Dubuque, IA, DBQ, RNAV (GPS) RWY 31, Orig-C

Pontiac, MI, PTK, RNAV (GPS) RWY 9R, Orig-C

*Effective 9 July 2026*

Honolulu, HI, HNL/PHNL, ILS RWY 8L, Amdt 26

Honolulu, HI, HNL/PHNL, LOC RWY 8L, Amdt 3

Honolulu, HI, HNL/PHNL, RNAV (GPS) Y RWY 4R, Amdt 3B

Honolulu, HI, HNL/PHNL, RNAV (RNP) Z RWY 8L, Amdt 4A

Honolulu, HI, HNL/PHNL, VOR OR TACAN RWY 8R, Orig

Honolulu, HI, HNL/PHNL, VOR OR TACAN—A, Amdt 2

Maquoketa, IA, OQW, RNAV (GPS) RWY 15, Amdt 2

Maquoketa, IA, OQW, RNAV (GPS) RWY 33, Amdt 1B

Maquoketa, IA, OQW, Takeoff Minimums and Obstacle DP, Amdt 2

Ottumwa, IA, OTM, RNAV (GPS) RWY 4, Orig

Ottumwa, IA, OTM, RNAV (GPS) RWY 22, Orig

Ottumwa, IA, OTM, Takeoff Minimums and Obstacle DP, Amdt 2

Benton, KS, 1K1, RNAV (GPS) RWY 17, Amdt 1

Benton, KS, 1K1, Takeoff Minimums and Obstacle DP, Amdt 1

Bedford, MA, BED, RNAV (GPS) RWY 29, Amdt 1

Grand Rapids, MI, GRR, ILS OR LOC RWY 8R, Amdt 7

Charlotte, NC, CLT, ILS OR LOC RWY 1R, ILS RWY 1R (CAT II), ILS RWY 1R (CAT III), Orig

Charlotte, NC, CLT, ILS OR LOC RWY 18C, Amdt 11, CANCELED

Charlotte, NC, CLT, ILS OR LOC RWY 19L, Orig

Charlotte, NC, CLT, ILS OR LOC RWY 36C, ILS RWY 36C (CAT II), ILS RWY 36C (CAT III), Amdt 17, CANCELED

Charlotte, NC, CLT, RNAV (GPS) Y RWY 1R, Orig

Charlotte, NC, CLT, RNAV (GPS) Y RWY 18C, Amdt 4, CANCELED

Charlotte, NC, CLT, RNAV (GPS) Y RWY 19L, Orig

Charlotte, NC, CLT, RNAV (GPS) Y RWY 36C, Amdt 3F, CANCELED

Charlotte, NC, CLT, RNAV (RNP) Z RWY 1R, Orig

Charlotte, NC, CLT, RNAV (RNP) Z RWY 18C, Amdt 1, CANCELED

Charlotte, NC, CLT, RNAV (RNP) Z RWY 19L, Orig

Charlotte, NC, CLT, RNAV (RNP) Z RWY 36C, Orig-G, CANCELED

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

Princeton/Rocky Hill, NJ, 39N, RNAV (GPS) RWY 10, Amdt 3

Princeton/Rocky Hill, NJ, 39N, RNAV (GPS) RWY 28, Amdt 1

Princeton/Rocky Hill, NJ, 39N, VOR—A, Amdt 8

Harrisburg, PA, CXY, ILS OR LOC RWY 8, Amdt 13

Harrisburg, PA, CXY, RNAV (GPS) RWY 8, Amdt 2

Clark, SD, 8D7, Takeoff Minimums and Obstacle DP, Amdt 1

Warrenton, VA, HWY, LOC RWY 15, Orig-C

[FR Doc. 2026–09487 Filed 5–12–26; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31664; Amdt. No. 4218]

### 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 May 13, 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 May 13, 2026.

**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:** Gary W. Petty, 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 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, 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 “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, May 8, 2026.

**Gary W. Petty,**

*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 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
11–Jun–26 ...	KY	Lexington .....	Blue Grass .....	6/3418	3/5/2026	ILS OR LOC RWY 22, Amdt 21.
11–Jun–26 ...	OH	Youngstown/Warren	Youngstown/Warren Rgnl .....	6/5587	4/24/2026	ILS OR LOC RWY 32, Amdt 28A.
11–Jun–26 ...	OH	Youngstown/Warren	Youngstown/Warren Rgnl .....	6/5588	4/24/2026	ILS OR LOC RWY 14, Amdt 9.
11–Jun–26 ...	OH	Youngstown/Warren	Youngstown/Warren Rgnl .....	6/5589	4/24/2026	NDB RWY 32, Amdt 20D.
11–Jun–26 ...	OH	Youngstown/Warren	Youngstown/Warren Rgnl .....	6/5590	4/24/2026	RNAV (GPS) RWY 14, Amdt 1.
11–Jun–26 ...	OH	Youngstown/Warren	Youngstown/Warren Rgnl .....	6/5591	4/24/2026	RNAV (GPS) RWY 32, Amdt 1.
11–Jun–26 ...	OH	Youngstown/Warren	Youngstown/Warren Rgnl .....	6/7348	5/1/2026	RADAR–1, Amdt 15.

[FR Doc. 2026–09488 Filed 5–12–26; 8:45 am]