rose to the level of a significant adverse comment.

Accordingly, OPM is issuing this notice to confirm that the amendments to 5 CFR part 591, subpart A, published at 91 FR 19057 (April 14, 2026), will become effective on July 13, 2026.

List of Subjects in 5 CFR Part 591

Government employees, Travel and transportation expenses, Wages.

Signing Statement

The Director of OPM, Scott Kupor, reviewed and approved this document and has authorized the undersigned to electronically sign and submit this document to the Office of the Federal Register for publication.

Office of Personnel Management.

Jerson Matias,

Federal Register Liaison.

[FR Doc. 2026–12976 Filed 6–25–26; 8:45 am]

BILLING CODE 6325–39–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31670; Amdt. No. 4223]

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 June 26, 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 June 26, 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, 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 June 19, 2026.

Rune Duke,

Manager, 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 6 August 2026

Swainsboro, GA, SBO, ILS OR LOC RWY 14, Amdt 2A
Hastings, MI, 9D9, VOR RWY 12, Orig-I, CANCELED
Sault Ste Marie, MI, CIU, NDB RWY 34, Amdt 5B, CANCELED
White Sulphur Springs, MT, 7S6, RNAV (GPS) RWY 1, Amdt 1
Greensboro, NC, GSO, RNAV (GPS) RWY 5R, Amdt 2H
Rugby, ND, RUG, RNAV (GPS) RWY 12, Orig-D
Brownsville, TX, BRO, VOR OR TACAN–A, Amdt 1D, CANCELED

Effective 3 September 2026

Anchorage, AK, MRI/PAMR, RNAV (GPS)-A, Amdt 1D
Anchorage, AK, MRI/PAMR, Takeoff Minimums and Obstacle DP, Amdt 2A
Soldotna, AK, SXQ/PASX, RNAV (GPS) RWY 7, Amdt 1C
Soldotna, AK, SXQ/PASX, RNAV (GPS) RWY 25, Amdt 3
Soldotna, AK, SXQ/PASX, VOR–A, Amdt 8A
St Mary's, AK, KSM/PASM, LOC RWY 17, Amdt 6
St Mary's, AK, KSM/PASM, RNAV (GPS) RWY 17, Amdt 4
St Mary's, AK, KSM/PASM, RNAV (GPS) RWY 35, Amdt 3
St Mary's, AK, KSM/PASM, Takeoff Minimums and Obstacle DP, Amdt 3
Canon City, CO, 1V6, RNAV (GPS) RWY 29, Amdt 1B
Denver, CO, BJC, RNAV (GPS) RWY 12L, Amdt 2
Willimantic, CT, IJD, VOR–A, Amdt 9B, CANCELED
Washington, DC, HEF, RNAV (GPS) RWY 16L, Amdt 2A
Washington, DC, HEF, RNAV (GPS) RWY 16R, Amdt 2A
Washington, DC, HEF, RNAV (GPS) RWY 34R, Amdt 3B
Daytona Beach, FL, DAB, RNAV (GPS) RWY 7R, Orig-F, CANCELED
Jacksonville, FL, HEG, RNAV (GPS) RWY 25, Amdt 1A
Melbourne, FL, MLB, VOR RWY 9R, Amdt 21C, CANCELED
Melbourne, FL, MLB, VOR RWY 27L, Orig, CANCELED
Statesboro, GA, TBR, RNAV (GPS) RWY 32, Amdt 5
Alton/St Louis, IL, ALN, VOR–A, Amdt 9B, CANCELED
Peru, IL, VYS, RNAV (GPS) RWY 18, Amdt 2A
Peru, IL, VYS, RNAV (GPS) RWY 36, Amdt 2A
Great Bend, KS, GBD, Takeoff Minimums and Obstacle DP, Amdt 1
Herington, KS, HRU, NDB RWY 17, Amdt 2B, CANCELED
Herington, KS, HRU, NDB RWY 35, Amdt 2B, CANCELED
College Park, MD, CGS, RNAV (GPS) RWY 15, Orig, CANCELED
Eastport, ME, EPM, RNAV (GPS) RWY 14, Amdt 3
Eastport, ME, EPM, RNAV (GPS) RWY 32, Amdt 3
Detroit, MI, DTW, ILS PRM Z RWY 4L (CLOSE PARALLEL), ILS PRM Z RWY 4L (CLOSE PARALLEL) (CAT II), ILS PRM Z RWY 4L (CLOSE PARALLEL) (CAT III), Orig-B, CANCELED
Detroit, MI, DTW, ILS PRM Z RWY 22R (CLOSE PARALLEL), ILS PRM Z RWY 22R (CLOSE PARALLEL) (SA CAT I), ILS PRM Z RWY 22R (CLOSE PARALLEL) (SA CAT II), Orig-B, CANCELED
Branson, MO, BBG, ILS OR LOC RWY 32, Orig-C
Kansas City, MO, MKC, RNAV (GPS) RWY 1, Orig-A
Kirksville, MO, IRK, RNAV (GPS) RWY 18, Amdt 3
Tupelo, MS, TUP, NDB RWY 36, Amdt 5C, CANCELED
Kalispell, MT, GPI, SKOTT THREE, Graphic DP
Fayetteville, NC, FAY, LOC BC RWY 22, Amdt 9, CANCELED
Cozad, NE, CZD, VOR RWY 13, Amdt 2C, CANCELED
Falls City, NE, FNB, RNAV (GPS) RWY 15, Amdt 1A
Gothenburg, NE, GTE, VOR–A, Amdt 3C, CANCELED
Ogallala, NE, OGA, RNAV (GPS) RWY 8, Amdt 2F
Ogallala, NE, OGA, RNAV (GPS) RWY 13, Orig-E
Omaha, NE, OMA, RNAV (RNP) Z RWY 14L, Orig-C
Concord, NH, CON, ILS OR LOC RWY 35, Amdt 3
Concord, NH, CON, RNAV (GPS) RWY 35, Amdt 2
Concord, NH, CON, VOR–A, Amdt 2
Andover, NJ, 12N, VOR–A, Amdt 8B, CANCELED
Endicott, NY, CZG, VOR–A, Amdt 5B, CANCELED
Poughkeepsie, NY, POU, ILS OR LOC RWY 6, Amdt 7
Poughkeepsie, NY, POU, RNAV (GPS) RWY 6, Amdt 1
Poughkeepsie, NY, POU, RNAV (GPS) RWY 24, Amdt 1
Durant, OK, DUA, RNAV (GPS) RWY 17, Amdt 2A
Durant, OK, DUA, Takeoff Minimums and Obstacle DP, Amdt 2
Lawton, OK, LAW, RADAR–1, Amdt 4B
Lawton, OK, LAW, RADAR–2, Amdt 1C
Pottstown, PA, PTW, VOR/DME–A, Amdt 4B, CANCELED
West Chester, PA, OQN, VOR–A, Amdt 4C, CANCELED
Vermillion, SD, VMR, RNAV (GPS) RWY 12, Orig-C
Vermillion, SD, VMR, RNAV (GPS) RWY 30, Amdt 2C
Elizabethton, TN, 0A9, RNAV (GPS) RWY 6, Amdt 1A
Fayetteville, TN, FYM, RNAV (GPS) RWY 2, Orig-C
Fayetteville, TN, FYM, RNAV (GPS) RWY 20, Amdt 1D
Abilene, TX, ABI, ILS OR LOC RWY 35R, Amdt 8
Abilene, TX, ABI, LOC RWY 17R, Amdt 1
Abilene, TX, ABI, RNAV (GPS) RWY 17L, Amdt 2
Abilene, TX, ABI, RNAV (GPS) RWY 35R, Amdt 2
Commerce, TX, 2F7, RNAV (GPS) RWY 36, Orig-E
Eastland, TX, ETN, RNAV (GPS) RWY 17, Orig-E
Eastland, TX, ETN, RNAV (GPS) RWY 35, Amdt 2D
Ennis, TX, F41, RNAV (GPS) RWY 16, Orig
Ennis, TX, F41, RNAV (GPS) RWY 34, Orig
Ennis, TX, F41, Takeoff Minimums and Obstacle DP, Amdt 1
Ennis, TX, F41, VOR/DME–A, Amdt 1B, CANCELED
Killeen, TX, ILE, RNAV (GPS) RWY 1, Amdt 1A
Port Lavaca, TX, PKV, RNAV (GPS) RWY 32, Orig-C
Logan, UT, LGU, RNAV (GPS) RWY 17, Amdt 2A

Roanoke, VA, ROA, RNAV (RNP) Z RWY 24, Orig-B
Appleton, WI, ATW, RNAV (GPS) RWY 21, Amdt 3

[FR Doc. 2026–12894 Filed 6–25–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 862

[Docket No. FDA–2026–N–6731]

Medical Devices; Clinical Chemistry and Toxicology Devices; Classification of the Prognostic Test for Development or Progression of Preeclampsia

AGENCY: Food and Drug Administration, HHS.

ACTION: Final amendment; final order.

SUMMARY: The Food and Drug Administration (FDA) is classifying the prognostic test for development or progression of preeclampsia into class II (special controls). The special controls that apply to the device type are identified in this order and will be part of the codified language for classification of the prognostic test for development or progression of preeclampsia. We are taking this action because we have determined that classifying the device into class II will provide a reasonable assurance of safety and effectiveness of the device. We believe this action will also enhance patients' access to beneficial innovative devices, in part by reducing regulatory burdens.

DATES: This order is effective June 26, 2026. The classification was applicable on May 18, 2023.

FOR FURTHER INFORMATION CONTACT: Joseph Kotarek, Center for Devices and Radiological Health, Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 66, Rm. 3528, Silver Spring, MD 20993–0002, 301–796–2718, *Joseph.Kotarek@fda.hhs.gov.*

SUPPLEMENTARY INFORMATION:

I. Background

Upon request, FDA (the Agency or we) has classified the prognostic test for development or progression of preeclampsia into class II (special controls), which we have determined will provide a reasonable assurance of safety and effectiveness of the device. In addition, we believe this action will enhance patients' access to beneficial innovation, in part by reducing regulatory burdens by placing the device into a lower device class than the automatic class III assignment.

The automatic assignment of class III occurs by operation of law and without any action by FDA, regardless of the level of risk posed by the new device. Any device that was not in commercial distribution before May 28, 1976, is automatically classified into, and remains within, class III and requires premarket approval unless and until FDA takes an action to classify or reclassify the device (21 U.S.C. 360c(f)(1)). We refer to these devices as ''postamendments devices'' because they were not in commercial distribution prior to the date of enactment of the Medical Device Amendments of 1976, which amended the Federal Food, Drug, and Cosmetic Act (FD&C Act).

FDA may take a variety of actions in appropriate circumstances to classify or reclassify a device into class I or II. We may issue an order finding a new device to be substantially equivalent under section 513(i) of the FD&C Act (21 U.S.C. 360c(i)) to a predicate device that does not require premarket approval. We determine whether a new device is substantially equivalent to a predicate device by means of the procedures for premarket notification under section 510(k) of the FD&C Act (21 U.S.C. 360(k)) and part 807 (21 CFR part 807).

FDA may also classify a device through ''De Novo'' classification, a common name for the process authorized under section 513(f)(2) of the FD&C Act (see also part 860, subpart D (21 CFR part 860, subpart D)). Section 207 of the Food and Drug Administration Modernization Act of 1997 (Pub. L. 105–115) established the first procedure for De Novo classification. Section 607 of the Food and Drug Administration Safety and Innovation Act (Pub. L. 112–144) modified the De Novo classification process by adding a second procedure. A device sponsor may utilize either procedure for De Novo classification.

Under the first procedure, the person submits a premarket notification (510(k)) for a device that has not previously been classified. After receiving an order from FDA classifying the device into class III under section 513(f)(1) of the FD&C Act, the person then requests a classification under section 513(f)(2).

Under the second procedure, rather than first submitting a 510(k) and then a request for classification, if the person determines that there is no legally marketed device upon which to base a determination of substantial equivalence, that person requests a classification under section 513(f)(2) of the FD&C Act.

Under either procedure for De Novo classification, FDA is required to classify the device by written order within 120 days. The classification will be according to the criteria under section 513(a)(1) of the FD&C Act. Although the device was automatically placed within class III, the De Novo classification is considered to be the initial classification of the device.

We believe this De Novo classification will enhance patients' access to beneficial innovation, in part by reducing regulatory burdens. When FDA classifies a device into class I or II via the De Novo process, the device can serve as a predicate for future devices of that type, including for 510(k)s (see section 513(f)(2)(B)(i) of the FD&C Act). As a result, other device sponsors do not have to submit a De Novo request or premarket approval application to market a substantially equivalent device (see section 513(i) of the FD&C Act, defining ''substantial equivalence''). Instead, sponsors can use the less burdensome 510(k) process, when necessary, to market their device.

II. De Novo Classification

On May 2, 2022, FDA received BRAHMS GmbH's request for De Novo classification of the B·R·A·H·M·S sFlt–1/PlGF KRYPTOR Test System. FDA reviewed the request in order to classify the device under the criteria for classification set forth in section 513(a)(1) of the FD&C Act.

We classify devices into class II if general controls by themselves are insufficient to provide reasonable assurance of safety and effectiveness of the device, but there is sufficient information to establish special controls that, in combination with the general controls, provide reasonable assurance of the safety and effectiveness of the device for its intended use (see section 513(a)(1)(B) of the FD&C Act). After review of the information submitted in the request, we determined that the device can be classified into class II with the establishment of special controls. FDA has determined that these special controls, in addition to the general controls, will provide reasonable assurance of the safety and effectiveness of the device.

Therefore, on May 18, 2023, FDA issued an order to the requester classifying the device into class II. In this final order, FDA is codifying the classification of the device by adding 21 CFR 862.1602.[1] We have named the

[1] FDA notes that the ''ACTION'' caption for this final order is styled as ''Final amendment; final