

History

The FAA published a final rule in the **Federal Register** for Docket No. FAA–2025–3288 (91 FR 48756; August 3, 2026), establishing RNAV Route T–581. The legal description in that final rule for T–581 contains two route points that should not be listed in the description

due to them being a turn of less than one degree. This action corrects these errors.

Correction to the Final Rule

Accordingly, pursuant to the authority delegated to me, the final rule for Docket No. FAA–2025–3288, as

published in the **Federal Register** on August 3, 2026 (91 FR 48756; FR Doc. 2026–15675), is corrected as follows:

■ On page 48757, in the third column, under the heading “Paragraph 6011 United States Area Navigation Routes,” revise the table across all three columns to read as follows:

T–581 Missoula, MT (MSO) TO Kalispell, MT (FCA) [NEW]	
Missoula, MT (MSO)	VOR/DME (Lat. 46°54′28.68″ N, long. 114°05′01.15″ W)
Kalispell, MT (FCA)	VOR/DME (Lat. 48°12′50.77″ N, long. 114°10′33.21″ W)

Issued in Washington, DC, on September 16, 2026.

Alex W. Nelson,

Manager, Rules and Regulations Group.

[FR Doc. 2026–19173 Filed 9–17–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 97**

[Docket No. 31684; Amdt. No. 4236]

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 September 18, 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 September 18, 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, D.C., 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 online 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 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, September 11, 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 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
29-Oct-26 ...	CA	Corona	Corona Muni	6/0152	8/4/26	VOR—A, Amdt 5.
29-Oct-26 ...	NM	Las Vegas	Las Vegas Muni	6/1525	8/4/26	VOR RWY 20, Amdt 6B.
29-Oct-26 ...	NM	Las Vegas	Las Vegas Muni	6/1526	8/4/26	RNAV (GPS) RWY 20, Orig-C.
29-Oct-26 ...	CA	Burbank	Bob Hope	6/2669	7/10/26	VOR RWY 8, Amdt 12A.
29-Oct-26 ...	RI	Newport	Newport State	6/2920	5/27/26	LOC RWY 22, Amdt 7F.
29-Oct-26 ...	RI	Block Island	Block Island State	6/4360	8/13/26	VOR/DME RWY 10, Amdt 5D.
29-Oct-26 ...	LA	Sulphur	Southland fld	6/5624	5/1/26	LOC RWY 15, Amdt 2A.
29-Oct-26 ...	LA	Sulphur	Southland fld	6/5628	5/1/26	RNAV (GPS) RWY 15, Orig-A.
29-Oct-26 ...	IL	Taylorville	Taylorville Muni	6/5630	5/1/26	RNAV (GPS) RWY 36, Orig-B.
29-Oct-26 ...	IL	Taylorville	Taylorville Muni	6/5631	5/1/26	RNAV (GPS) RWY 18, Orig-C.
29-Oct-26 ...	ME	Waterville	Waterville Rgnl	6/5632	5/4/26	RNAV (GPS) RWY 23, Orig-B.
29-Oct-26 ...	PA	Toughkenamon	New Garden	6/6887	8/26/26	RNAV (GPS) RWY 24, Orig.
29-Oct-26 ...	OH	Toledo	Eugene F Kranz Toledo Express.	6/6888	8/25/26	RNAV (GPS) RWY 7, Amdt 1D.
29-Oct-26 ...	OH	Toledo	Eugene F Kranz Toledo Express.	6/6890	8/25/26	RNAV (GPS) RWY 25, Amdt 2D.
29-Oct-26 ...	PA	New Castle	New Castle Muni	6/6893	8/26/26	RNAV (GPS) RWY 23, Amdt 1D.

[FR Doc. 2026–19150 Filed 9–17–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31683; Amdt. No. 4235]

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AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule establishes, amends, suspends, or removes Standard

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