

cabin, the search challenges associated with HWS designs, and therefore the particular conditions necessary, may be limited when there are a relatively small number of installed suites, and therefore a smaller amount of area in which objects could be concealed.

In consideration of the HWS design and ceiling interface, an installation incorporating six suites or less limits the search challenge due to the limited overhead area involved, which is similar to the search area presented by installation of a combined galley and lavatory area. Installations incorporating more than six suites present a large overhead area that more closely resembles the search challenges presented by the large overhead bin areas currently addressed by the rule. Since the development of HWS designs such as this one were not specifically considered during development of the rule, special conditions are needed for interior configurations incorporating HWS.

Special Conditions 25–703–SC were previously issued for HWS installations on Model 777–300ER. Those special conditions, however, did not address the novel wall-to-ceiling interface design proposed for Model 777–9 HWS installations. In order to ensure that the Model 777–9 design facilitates a search for dangerous objects, these additional special conditions were proposed for Boeing Model 777–9 airplanes.

The associated guidance material presented in Advisory Circular 25.795–8, Interior Design to Facilitate Searches, dated October 24, 2008, specific to overhead bins designs can also be applied to the Model 777–9 HWS designs.

The special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

Discussion of Comments

The FAA issued Notice of Proposed Special Conditions No. 25–19–06–SC for The Boeing Company (Boeing) Model 777–9 series airplane, which was published in the **Federal Register** on August 9, 2019 (84 FR 39234). No comments were received, and the special conditions are adopted as proposed, except that information about the availability of AC 25.795–8 as a method of compliance was moved from required text to the preceding general discussion.

Applicability

As discussed above, these special conditions are applicable to the Boeing

Model 777–9 series airplanes with HWS installations that interface with the ceiling. Should Boeing apply at a later date for a change to the type certificate to include another model incorporating the same novel or unusual design feature, these special conditions would apply to that model as well.

Conclusion

This action affects only certain novel or unusual design features on one model series of airplanes. It is not a rule of general applicability.

List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

Authority Citation

The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40113, 44701, 44702, 44704.

The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for Boeing Model 777–9 series airplanes with HWS installed. These conditions are in addition to existing FAA Special Condition No. 25–703–SC published in the **Federal Register** on October 26, 2017 (82 FR 49492).

Interior Design To Facilitate Searches Above Passenger Cabin High Wall Suites

1. The area above each HWS must be designed such that there should be no hazards to a person performing a physical search above the HWS (*e.g.*, no hot surfaces, no sharp edges, and no corners).

2. Where there are more than six (6) HWS installed on the aircraft, design features must be incorporated that will deter concealment or promote discovery of weapons, explosives, or objects from a simple inspection. Areas above the HWS must be designed to prevent objects from being hidden from view in a simple, visual search from the aisle.

Issued in Des Moines, Washington, on February 14, 2020.

James E. Wilborn,

Acting Manager, Transport Standards Branch, Policy and Innovation Division, Aircraft Certification Service.

[FR Doc. 2020–03474 Filed 3–4–20; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2019–0799; Airspace Docket No. 19–AGL–13]

RIN 2120–AA66

Amendment of VHF Omnidirectional Range (VOR) Federal Airway V–71 and Area Navigation Route T–285 Due to the Decommissioning of the Winner, SD, VOR

Correction

Rule document C1–2020–03280, appearing on page 11841 in the issue of Friday, February 28, 2020 is withdrawn.

In rule document 2020–03280, appearing on pages 10052 through 10053 in the issue of Friday, February 21, 2020 make the following correction.

§ 71.1 [Corrected]

■ On page 10053, in the table, on the final line, “(Lat. 44°26′24.30″ N, long. 98°18′39.89″ W)” should read “(Lat. 44°26′24.30″ N, long. 98°18′39.89″ W)”.

[FR Doc. C2–2020–03280 Filed 3–4–20; 8:45 am]

BILLING CODE 1301–00–D

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31298; Amdt. No. 3893]

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 5, 2020. 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 5, 2020.

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 Navigation Products, 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, email fedreg.legal@nara.gov or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

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:

Thomas J. Nichols, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Flight Standards Service, Federal Aviation Administration. Mailing Address: FAA Mike Monroney Aeronautical Center, Flight Procedures and Airspace Group, 6500 South MacArthur Blvd., Registry Bldg. 29, Room 104, Oklahoma City, OK 73169. Telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This rule amends Title 14 of the Code of Federal Regulations, Part 97 (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 part 97.20. The applicable FAA forms are FAA Forms 8260-3, 8260-4, 8260-5, 8260-15A, and 8260-15B when required by an entry on 8260-15A.

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, airmen 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 flight 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.

List of Subjects in 14 CFR Part 97

Air Traffic Control, Airports, Incorporation by reference, Navigation (Air).

Issued in Washington, DC, on February 21, 2020.

Rick Domingo,

Executive Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, Title 14, Code of Federal Regulations, Part 97 (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 26 March 2020

Crystal River, FL, Crystal River-Captain Tom Davis Fld, RNAV (GPS) RWY 27, Amdt 1C
Tampa, FL, Peter O Knight, RNAV (GPS) RWY 22, Amdt 2C

Tampa, FL, Peter O Knight, RNAV (GPS) RWY 36, Amdt 2E
 Dubuque, IA, Dubuque Rgnl, ILS OR LOC RWY 36, Amdt 1
 Dubuque, IA, Dubuque Rgnl, LOC RWY 31, Amdt 2
 Dubuque, IA, Dubuque Rgnl, VOR RWY 31, Amdt 13
 Dubuque, IA, Dubuque Rgnl, VOR RWY 36, Amdt 7
 Hazard, KY, Wendell H Ford, LOC RWY 14, Amdt 1
 Baudette, MN, Baudette Intl, RNAV (GPS) RWY 12, Amdt 1B
 Baudette, MN, Baudette Intl, RNAV (GPS) RWY 30, Amdt 2A
 Baudette, MN, Baudette Intl, VOR/DME RWY 12, Amdt 5, CANCELLED
 Kansas City, MO, Kansas City Intl, ILS OR LOC RWY 1L, Amdt 16
 Kansas City, MO, Kansas City Intl, ILS OR LOC RWY 19R, ILS RWY 19R (SA CAT I), ILS RWY 19R (CAT II), ILS RWY 19R (CAT III), Amdt 12
 Kansas City, MO, Kansas City Intl, ILS OR LOC RWY 27, Amdt 4
 St Louis, MO, St Louis Lambert Intl, ILS OR LOC RWY 6, Amdt 3
 St Louis, MO, St Louis Lambert Intl, ILS OR LOC RWY 12R, Amdt 23
 St Louis, MO, St Louis Lambert Intl, ILS OR LOC RWY 24, Amdt 47
 St Louis, MO, St Louis Lambert Intl, ILS OR LOC RWY 30L, Amdt 13
 St Louis, MO, St Louis Lambert Intl, RNAV (GPS) RWY 6, Amdt 2
 St Louis, MO, St Louis Lambert Intl, RNAV (GPS) Y RWY 30L, Amdt 2
 St Louis, MO, St Louis Lambert Intl, RNAV (RNP) Z RWY 30L, Amdt 1
 Grand Forks, ND, Grand Forks Intl, ILS OR LOC RWY 35L, Amdt 12C
 Grand Forks, ND, Grand Forks Intl, LOC BC RWY 17R, Amdt 13A
 Grand Forks, ND, Grand Forks Intl, RNAV (GPS) RWY 9L, Amdt 1A
 Grand Forks, ND, Grand Forks Intl, RNAV (GPS) RWY 27R, Amdt 2A
 Grand Forks, ND, Grand Forks Intl, VOR RWY 35L, Amdt 7B
 Bassett, NE, Rock County, RNAV (GPS) RWY 13, Amdt 2
 Grants Pass, OR, Grants Pass, RNAV (GPS) RWY 13, Amdt 1
 Waynesburg, PA, Greene County, COPTER RNAV (GPS) Y RWY 9, Amdt 1
 Waynesburg, PA, Greene County, RNAV (GPS) Z RWY 9, Amdt 1
 Cisco, TX, Gregory M Simmons Memorial, RNAV (GPS) RWY 36, Orig
 Hartford, WI, Hartford Muni, RNAV (GPS) RWY 9, Orig
 Hartford, WI, Hartford Muni, RNAV (GPS) RWY 27, Orig
 Lewisburg, WV, Greenbrier Valley, ILS OR LOC RWY 4, Amdt 12
 Lewisburg, WV, Greenbrier Valley, RNAV (GPS) RWY 4, Amdt 1

Cody, WY, Yellowstone Rgnl, RNAV (GPS) RWY 4, Orig
 Cody, WY, Yellowstone Rgnl, RNAV (GPS) RWY 22, Amdt 2
 Cody, WY, Yellowstone Rgnl, RNAV (GPS)-B, Amdt 1
 Cody, WY, Yellowstone Rgnl, Takeoff Minimums and Obstacle DP, Amdt 5
 Cody, WY, Yellowstone Rgnl, VOR-A, Amdt 9
Rescinded: On January 27, 2020 (85 FR 4580), the FAA published an Amendment in Docket No. 31292 Amdt No. 3887, to Part 97 of the Federal Aviation Regulations under sections 97.27 and 97.37. The following entries for Cloquet, MN, effective March 26, 2020, are hereby rescinded in their entirety:
 Cloquet, MN, Cloquet Carlton County, NDB RWY 18, Amdt 4B
 Cloquet, MN, Cloquet Carlton County, NDB RWY 36, Amdt 5B
 Cloquet, MN, Cloquet Carlton County, Takeoff Minimums and Obstacle DP, Amdt 3

[FR Doc. 2020-04174 Filed 3-4-20; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31299; Amdt. No. 3894]

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 March 5, 2020. 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 5, 2020.

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 Navigation Products, 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, email fedreg.legal@nara.gov or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

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:

Thomas J. Nichols, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Flight Standards Service, Federal Aviation Administration. Mailing Address: FAA Mike Monroney Aeronautical Center, Flight Procedures and Airspace Group, 6500 South MacArthur Blvd., Registry Bldg. 29, Room 104, Oklahoma City, OK 73169. Telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This rule amends Title 14, Code of Federal Regulations, Part 97 (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, airmen do not use the regulatory text of