

**§ 39.13 [Amended]**

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

**2022–18–11 The Boeing Company:**

Amendment 39–22162; Docket No. FAA–2022–0154; Project Identifier AD–2021–01153–T.

**(a) Effective Date**

This airworthiness directive (AD) is effective October 31, 2022.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all The Boeing Company Model 777–200, –200LR, –300, –300ER, and 777F airplanes, certificated in any category.

**(d) Subject**

Air Transport Association (ATA) of America Code 57, Wings.

**(e) Unsafe Condition**

This AD was prompted by a report of a crack found in a front spar lower chord undergoing an underwing longeron replacement. The FAA is issuing this AD to detect and correct such cracking, which in combination with cracking in the front spar web, could result in a fuel leak and fire hazard, or in the case of more severe cracking, could also affect the structural integrity of the airplane.

**(f) Compliance**

Comply with this AD within the compliance times specified, unless already done.

**(g) Required Actions**

Except as specified by paragraph (h) of this AD: At the applicable times specified in the “Compliance” paragraph of Boeing Alert Requirements Bulletin 777–57A0122 RB, dated October 8, 2021, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 777–57A0122 RB, dated October 8, 2021. Actions identified as terminating action in Boeing Alert Requirements Bulletin 777–57A0122 RB, dated October 8, 2021, terminate the applicable required actions of this AD, provided the terminating action is done in accordance with the Accomplishment Instructions of Boeing Alert Requirements Bulletin 777–57A0122 RB, dated October 8, 2021.

**Note 1 to paragraph (g):** Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 777–5A0122, dated October 8, 2021, which is referred to in Boeing Alert Requirements Bulletin 777–57A0122 RB, dated October 8, 2021.

**(h) Exceptions to Service Information Specifications**

(1) Where the Compliance Time columns of the tables in the “Compliance” paragraph of Boeing Alert Requirements Bulletin 777–

57A0122 RB, dated October 8, 2021, use the phrase “the original issue date of Requirements Bulletin 777–57A0122 RB,” this AD requires using “the effective date of this AD.”

(2) Where Boeing Alert Requirements Bulletin 777–57A0122 RB, dated October 8, 2021, specifies contacting Boeing for repair instructions: This AD requires doing the repair using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(3) Where the “Compliance” paragraph of Boeing Alert Requirements Bulletin 777–57A0122 RB, dated October 8, 2021, uses the phrase “Tables 1 through 50,” this AD requires using “Tables 1 through 54.”

**(i) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Seattle ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (j)(1) of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

**(j) Related Information**

(1) For more information about this AD, contact Luis Cortez-Muniz, Aerospace Engineer, Airframe Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206–231–3958; email: [luis.a.cortez-muniz@faa.gov](mailto:luis.a.cortez-muniz@faa.gov).

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (k)(3) and (4) of this AD.

**(k) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Boeing Alert Requirements Bulletin 777–57A0122 RB, dated October 8, 2021.

(ii) [Reserved]

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd.,

MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; internet [myboeingfleet.com](http://myboeingfleet.com).

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov), or go to: [archives.gov/federal-register/cfr/ibr-locations.html](http://archives.gov/federal-register/cfr/ibr-locations.html).

Issued on August 23, 2022.

**Christina Underwood,**

*Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2022–20773 Filed 9–23–22; 8:45 am]

**BILLING CODE 4910–13–P**

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

[Docket No. 31447; Amdt. No. 4025]

**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 September 26, 2022. 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 26, 2022.

**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, email [fr.inspection@nara.gov](mailto:fr.inspection@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](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:

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 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 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, 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 or 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 typed 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 September 2, 2022.

**Thomas J. Nichols,**

*Aviation Safety, Flight Standards Service Manager, Standards Section, Flight Procedures & Airspace Group Flight Technologies & Procedures Division.*

#### 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 6 October 2022*

Pella, IA, KPEA, NDB RWY 34, Amdt 7D  
Greensboro, NC, KGSO, ILS OR LOC RWY 5L, ILS RWY 5L (CAT II), ILS RWY 5L (CAT III), Orig-D  
Greensboro, NC, KGSO, ILS OR LOC RWY 23R, Orig-E  
Greensboro, NC, KGSO, ILS Y OR LOC/DME Y RWY 32, Orig-A  
Greensboro, NC, KGSO, ILS Z OR LOC/DME Z RWY 32, Orig-A  
Greensboro, NC, KGSO, RNAV (GPS) RWY 23L, Amdt 2E  
Greensboro, NC, KGSO, VOR/DME RWY 23L, Amdt 10C

Raleigh/Durham, NC, KRDU, Takeoff Minimums and Obstacle DP, Amdt 6B  
 East Hampton, NY, KJPX, RNAV (GPS) Z RWY 10, Orig-A  
 Williamson/Sodus, NY, KSDC, RNAV (GPS) RWY 10, Amdt 1C  
 Williamson/Sodus, NY, KSDC, RNAV (GPS) RWY 28, Amdt 2B  
 Williamson/Sodus, NY, KSDC, Takeoff Minimums and Obstacle DP, Amdt 1A  
 Reedsville, PA, KRVL, RNAV (GPS) RWY 6, Amdt 1  
 Reedsville, PA, KRVL, RNAV (GPS) RWY 24, Amdt 1  
 Copperhill, TN, 1A3, RNAV (GPS) RWY 2, Amdt 1  
 Copperhill, TN, 1A3, RNAV (GPS) RWY 20, Amdt 1  
 Copperhill, TN, 1A3, Takeoff Minimums and Obstacle DP, Amdt 1  
 Wink, TX, KINK, VOR RWY 13, Amdt 10A  
*Effective 3 November 2022*  
 Tuscaloosa, AL, KTCL, TACAN RWY 22, Orig-A  
 Santa Ana, CA, KSNA, ILS OR LOC RWY 20R, ILS RWY 20R (SA CAT I), Amdt 14A  
 Santa Ana, CA, KSNA, LDA RWY 20R, Amdt 2A  
 Santa Ana, CA, KSNA, LOC BC RWY 2L, Amdt 13A  
 Santa Ana, CA, KSNA, RNAV (GPS) Y RWY 2L, Amdt 2A  
 Santa Ana, CA, KSNA, RNAV (GPS) Y RWY 20R, Amdt 3B  
 Miami, FL, KOPF, RNAV (GPS) RWY 30, Orig  
 St Petersburg, FL, KSPG, RNAV (GPS) RWY 7, Amdt 3F  
 Centerville, IA, KTVK, RNAV (GPS) RWY 16, Amdt 1A  
 Centerville, IA, KTVK, RNAV (GPS) RWY 34, Orig-C  
 Garden City, KS, KGCK, ILS OR LOC RWY 35, Amdt 3  
 Garden City, KS, KGCK, RNAV (GPS) RWY 12, Amdt 1  
 Garden City, KS, KGCK, RNAV (GPS) RWY 17, Amdt 1  
 Garden City, KS, KGCK, RNAV (GPS) RWY 30, Amdt 1  
 Garden City, KS, KGCK, RNAV (GPS) RWY 35, Amdt 1  
 Boston, MA, KBOS, RNAV (GPS) Z RWY 33L, Amdt 2E  
 Jackman, ME, 59B, RNAV (GPS) RWY 13, Amdt 1  
 Escanaba, MI, KESC, RNAV (GPS) RWY 1, Orig-D  
 Escanaba, MI, KESC, RNAV (GPS) RWY 10, Orig-C  
 Escanaba, MI, KESC, RNAV (GPS) RWY 28, Amdt 1C  
 Duluth, MN, Sky Harbor, Takeoff Minimums and Obstacle DP, Orig  
 Rochester, MN, KRST, RNAV (GPS) RWY 31, Amdt 2C  
 Monett, MO, KHJF, RNAV (GPS) RWY 18, Orig  
 Monett, MO, KHJF, RNAV (GPS) RWY 18, Amdt 3, CANCELLED  
 Monett, MO, KHJF, RNAV (GPS) RWY 36, Orig  
 Monett, MO, KHJF, RNAV (GPS) RWY 36, Amdt 3, CANCELLED  
 Monett, MO, KHJF, Takeoff Minimums and Obstacle DP, Amdt 3

Columbus/W Point/Starkville, MS, KGTR, RNAV (GPS) RWY 18, Amdt 2A  
 Mohall, ND, KHBC, RNAV (GPS) RWY 13, Orig  
 Mohall, ND, KHBC, Takeoff Minimums and Obstacle DP, Amdt 1  
 Nebraska City, NE, KAFK, NDB RWY 15, Amdt 2  
 Nebraska City, NE, KAFK, NDB RWY 33, Amdt 3  
 Nebraska City, NE, KAFK, RNAV (GPS) RWY 15, Amdt 1  
 Nebraska City, NE, KAFK, RNAV (GPS) RWY 33, Amdt 1  
 Reno, NV, KRNO, RNAV (GPS) X RWY 17L, Amdt 3  
 Reno, NV, KRNO, RNAV (GPS) X RWY 35R, Amdt 3  
 Reno, NV, KRNO, RNAV (GPS) Y RWY 35R, Amdt 1  
 Reno, NV, KRNO, RNAV (RNP) Y RWY 17L, Amdt 2  
 Reno, NV, KRNO, RNAV (RNP) Y RWY 17R, Amdt 2  
 Reno, NV, KRNO, RNAV (RNP) Z RWY 17L, Amdt 2  
 Reno, NV, KRNO, RNAV (RNP) Z RWY 17R, Amdt 2  
 Reno, NV, KRNO, TACAN-F, Amdt 1  
 Reno, NV, KRNO, VOR-D, Amdt 8  
 Harrisburg, PA, KMDT, VOR RWY 31, Amdt 2C  
 Rapid City, SD, KRAP, RNAV (GPS) RWY 14, Amdt 3  
 Mc Minnville, TN, KRNC, RNAV (GPS) RWY 5, Orig  
 Mc Minnville, TN, KRNC, RNAV (GPS) RWY 23, Amdt 1  
 Granbury, TX, KGDJ, RNAV (GPS) RWY 1, Orig  
 Granbury, TX, KGDJ, RNAV (GPS) RWY 14, Amdt 1, CANCELLED  
 Granbury, TX, KGDJ, RNAV (GPS) RWY 19, Orig  
 Granbury, TX, KGDJ, Takeoff Minimums and Obstacle DP, Amdt 2, CANCELLED  
 Granbury, TX, KGDJ, Takeoff Minimums and Obstacle DP, Orig  
 Granbury, TX, KGDJ, VOR/DME RWY 14, Amdt 1B, CANCELLED  
 Olney, TX, KONY, RNAV (GPS) RWY 17, Amdt 1A  
 Olney, TX, KONY, RNAV (GPS) RWY 35, Amdt 1A  
 Spanish Fork, UT, KSPK, RNAV (GPS)-A, Amdt 1  
 Spanish Fork, UT, KSPK, RNAV (GPS) Y RWY 12, Amdt 1  
 Spanish Fork, UT, KSPK, RNAV (GPS) Z RWY 12, Amdt 1  
 Auburn, WA, S50, RNAV (GPS)-A, Amdt 1A  
 Mosinee, WI, KCWA, Takeoff Minimums and Obstacle DP, Amdt 2  
 Dixon, WY, KDWX, RNAV (GPS) RWY 24, Orig-A

[FR Doc. 2022-20760 Filed 9-23-22; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31448; Amdt. No. 4026]

#### 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 26, 2022. 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 26, 2022.

**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, email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov) or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.