

2. The applicant must ensure that electronic-system security threats are identified and assessed, and that effective electronic-system security-protection strategies are implemented to protect the airplane from all adverse impacts on safety, functionality, and continued airworthiness.

3. The applicant must establish appropriate procedures to allow the operator to ensure that continued airworthiness of the airplane is maintained, including all post-type-certification modifications that may have an impact on the approved electronic-system security safeguards.

Issued in Kansas City, Missouri, on January 28, 2022.

**Patrick R. Mullen,**

*Manager, Technical Innovation Policy  
Branch, Policy and Innovation Division,  
Aircraft Certification Service.*

[FR Doc. 2022-02145 Filed 2-2-22; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31412; Amdt. No. 3994]

#### 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 February 3, 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 February 3, 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>.

#### 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:

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 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 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, on January 21, 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, 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	Subject
24-Feb-22	KS	Norton	Norton Muni	1/1415	1/12/22	NDB RWY 16, Amdt 2A.
24-Feb-22	PA	Punxsutawney	Punxsutawney Muni	1/1640	1/12/22	RNAV (GPS) RWY 24, Orig-B.
24-Feb-22	AL	Oneonta	Robbins Fld	1/1661	1/12/22	RNAV (GPS) RWY 6, Orig-C.
24-Feb-22	IL	Taylorville	Taylorville Muni	1/2014	1/12/22	RNAV (GPS) RWY 18, Orig-A.
24-Feb-22	IL	Taylorville	Taylorville Muni	1/2015	1/12/22	RNAV (GPS) RWY 36, Orig.
24-Feb-22	SC	Cheraw	Cheraw Muni/Lynch Bellinger Fld.	1/3793	1/12/22	RNAV (GPS) RWY 8, Orig-B.
24-Feb-22	FL	Milton	Peter Prince Fld	1/9396	1/12/22	RNAV (GPS) RWY 36, Amdt 1C.
24-Feb-22	GA	Atlanta	Hartsfield—Jackson Atlanta Intl.	2/1922	1/7/22	ILS OR LOC RWY 10, Amdt 5.
24-Feb-22	WI	La Pointe	Major Gilbert Fld	2/3229	1/12/22	RNAV (GPS) RWY 4, Orig-B.
24-Feb-22	PA	Allentown	Allentown Queen City Muni.	2/3231	1/12/22	RNAV (GPS) RWY 7, Amdt 1F.
24-Feb-22	OK	Goldsby	David Jay Perry	2/3234	1/12/22	RNAV (GPS) RWY 31, Orig-A.
24-Feb-22	GA	Nahunta	Brantley County	2/3236	1/12/22	RNAV (GPS) Y RWY 1, Orig-A.
24-Feb-22	GA	Nahunta	Brantley County	2/3237	1/12/22	RNAV (GPS) Y RWY 19, Orig-A.
24-Feb-22	IA	Pella	Pella Muni	2/3240	1/12/22	RNAV (GPS) RWY 16, Amdt 1.
24-Feb-22	IA	Pella	Pella Muni	2/3241	1/12/22	RNAV (GPS) RWY 34, Amdt 1.
24-Feb-22	TX	Crockett	Houston County	2/3244	1/12/22	RNAV (GPS) RWY 2, Orig-B.
24-Feb-22	TX	Marfa	Marfa Muni	2/3373	1/12/22	RNAV (GPS) RWY 31, Orig-A.
24-Feb-22	MO	Osage Beach	Grand Glaize—Osage Beach.	2/3385	1/12/22	VOR RWY 32, Amdt 6B.
24-Feb-22	MO	Osage Beach	Grand Glaize—Osage Beach.	2/3386	1/12/22	RNAV (GPS) RWY 14, Amdt 1B.
24-Feb-22	MO	Osage Beach	Grand Glaize—Osage Beach.	2/3387	1/12/22	RNAV (GPS) RWY 32, Amdt 1B.
24-Feb-22	MO	St Charles	St Charles County Smartt.	2/3388	1/12/22	RNAV (GPS) RWY 18, Orig.
24-Feb-22	MO	St Charles	St Charles County Smartt.	2/3389	1/12/22	VOR RWY 18, Amdt 1.
24-Feb-22	IA	Forest City	Forest City Muni	2/3395	1/12/22	RNAV (GPS) RWY 15, Orig-B.
24-Feb-22	IA	Forest City	Forest City Muni	2/3396	1/12/22	RNAV (GPS) RWY 33, Orig-B.
24-Feb-22	IL	Freeport	Albertus	2/3397	1/12/22	ILS OR LOC RWY 24, Orig-B.
24-Feb-22	IL	Freeport	Albertus	2/3398	1/12/22	RNAV (GPS) RWY 24, Amdt 1B.
24-Feb-22	IL	Freeport	Albertus	2/3399	1/12/22	RNAV (GPS) RWY 6, Orig-A.
24-Feb-22	LA	Jonesboro	Jonesboro	2/3405	1/12/22	RNAV (GPS) RWY 18, Orig-B.
24-Feb-22	LA	Jonesboro	Jonesboro	2/3406	1/12/22	RNAV (GPS) RWY 36, Orig-B.
24-Feb-22	MI	Houghton Lake	Roscommon County—Blodgett Meml.	2/3407	1/12/22	RNAV (GPS) RWY 9, Amdt 2D.
24-Feb-22	MI	Houghton Lake	Roscommon County—Blodgett Meml.	2/3408	1/12/22	RNAV (GPS) RWY 27, Amdt 1C.
24-Feb-22	TX	Marfa	Marfa Muni	2/3413	1/12/22	VOR RWY 31, Amdt 6A.
24-Feb-22	CA	Santa Maria	Santa Maria Pub/Capt G Allan Hancock Fld.	2/3430	1/12/22	ILS OR LOC RWY 12, Amdt 10A.
24-Feb-22	CA	Santa Maria	Santa Maria Pub/Capt G Allan Hancock Fld.	2/3431	1/12/22	RNAV (GPS) RWY 12, Amdt 1C.
24-Feb-22	CA	Santa Maria	Santa Maria Pub/Capt G Allan Hancock Fld.	2/3432	1/12/22	VOR RWY 12, Amdt 15A.

AIRAC Date	State	City	Airport	FDC No.	FDC Date	Subject
24-Feb-22 .....	CA	Santa Maria .....	Santa Maria Pub/Capt G Allan Hancock Fld.	2/3433	1/12/22	LOC/DME BC-A, Amdt 10E.

[FR Doc. 2022-02136 Filed 2-2-22; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31411; Amdt. No. 3993]

#### 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 February 3, 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 February 3, 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