

Rules and Regulations

Federal Register

Vol. 88, No. 204

Tuesday, October 24, 2023

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31513; Amdt. No. 4084]

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 October 24, 2023. 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 October 24, 2023.

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 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., 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, 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 October 13, 2023.

Thomas J. Nichols,

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

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 name	FDC No.	FDC date	Procedure name
30–Nov–23 ...	AL	Foley	Foley Muni	3/0327	9/11/23	RNAV (GPS) RWY 36, Amdt 2.
30–Nov–23 ...	PA	Mount Joy/Marietta	Donegal Springs Airpark	3/2529	9/20/23	RNAV (GPS) RWY 28, Orig-B.
30–Nov–23 ...	SC	Florence	Florence Rgnl	3/2531	9/20/23	RNAV (GPS) RWY 19, Amdt 1.
30–Nov–23 ...	SC	Florence	Florence Rgnl	3/2532	9/20/23	RNAV (GPS) RWY 9, Amdt 1.
30–Nov–23 ...	SC	Florence	Florence Rgnl	3/2533	9/20/23	RNAV (GPS) RWY 1, Amdt 1.
30–Nov–23 ...	SC	Florence	Florence Rgnl	3/2534	9/20/23	RNAV (GPS) RWY 27, Amdt 1.
30–Nov–23 ...	OH	Versailles	Darke County	3/3383	9/22/23	RNAV (GPS) RWY 9, Amdt 1.
30–Nov–23 ...	HI	Kailua/Kona	Ellison Onizuka Kona Intl At Keahole.	3/3829	8/17/23	RNAV (GPS) RWY 35, Amdt 2.
30–Nov–23 ...	OK	Oklahoma City	Will Rogers World	3/4013	8/14/23	ILS OR LOC RWY 17L, Amdt 3D.
30–Nov–23 ...	TX	Fort Cavazos (Killeen).	Robert Gray AAF	3/4151	8/16/23	COPTER VOR RWY 33, Amdt 2B.
30–Nov–23 ...	TX	Fort Cavazos (Killeen).	Robert Gray AAF	3/4152	8/16/23	ILS OR LOC RWY 15, Amdt 7A.
30–Nov–23 ...	TX	Fort Cavazos (Killeen).	Robert Gray AAF	3/4153	8/16/23	ILS OR LOC RWY 33, Amdt 1D.
30–Nov–23 ...	TX	Fort Cavazos (Killeen).	Robert Gray AAF	3/4154	8/16/23	RADAR 1, Orig-A.
30–Nov–23 ...	TX	Fort Cavazos (Killeen).	Robert Gray AAF	3/4155	8/16/23	RNAV (GPS) RWY 15, Amdt 2A.
30–Nov–23 ...	TX	Fort Cavazos (Killeen).	Robert Gray AAF	3/4156	8/16/23	RNAV (GPS) RWY 33, Amdt 1C.
30–Nov–23 ...	TX	Fort Cavazos (Killeen).	Robert Gray AAF	3/4157	8/16/23	VOR RWY 15, Amdt 3C.
30–Nov–23 ...	TX	Fort Cavazos (Killeen).	Robert Gray AAF	3/4159	8/16/23	VOR–A, Amdt 2C.
30–Nov–23 ...	TX	Fort Cavazos (Killeen).	Robert Gray AAF	3/4161	8/16/23	Takeoff Minimums and Obstacle DP, Amdt 1.
30–Nov–23 ...	IA	Clarinda	Schenck Fld	3/4580	9/29/23	RNAV (GPS) RWY 2, Amdt 1.
30–Nov–23 ...	IA	Clarinda	Schenck Fld	3/4582	9/29/23	RNAV (GPS) RWY 20, Amdt 1.
30–Nov–23 ...	KS	Liberal	Liberal Mid-America Rgnl	3/4960	9/29/23	RNAV (GPS) RWY 17, Orig-A.
30–Nov–23 ...	KS	Liberal	Liberal Mid-America Rgnl	3/4961	9/29/23	RNAV (GPS) RWY 22, Amdt 1A.
30–Nov–23 ...	KS	Liberal	Liberal Mid-America Rgnl	3/4963	9/29/23	RNAV (GPS) RWY 4, Orig-A.
30–Nov–23 ...	KS	Liberal	Liberal Mid-America Rgnl	3/4964	9/29/23	RNAV (GPS) RWY 35, Orig-A.
30–Nov–23 ...	NC	Statesville	Statesville Rgnl	3/5924	9/6/23	ILS Y OR LOC Y RWY 28, Orig-A.
30–Nov–23 ...	NC	Statesville	Statesville Rgnl	3/5925	9/6/23	RNAV (GPS) RWY 28, Amdt 3B.
30–Nov–23 ...	NC	Statesville	Statesville Rgnl	3/5927	9/6/23	ILS Z OR LOC Z RWY 28, Amdt 1A.
30–Nov–23 ...	GU	Guam	Guam Intl	3/6346	9/19/23	RNAV (RNP) Z RWY 24R, Amdt 1A.
30–Nov–23 ...	GU	Guam	Guam Intl	3/6350	9/19/23	RNAV (RNP) Z RWY 24L, Orig-E.
30–Nov–23 ...	NM	Farmington	Four Corners Rgnl	3/8221	9/29/23	Takeoff Minimums and Obstacle DP, Amdt 1.
30–Nov–23 ...	NC	Concord	Concord-Padgett Rgnl	3/9783	8/23/23	ILS OR LOC RWY 20, Amdt 2B.
30–Nov–23 ...	NC	Concord	Concord-Padgett Rgnl	3/9784	8/23/23	RNAV (GPS) RWY 20, Orig-B.

[FR Doc. 2023–23393 Filed 10–23–23; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31512; Amdt. No. 4083]

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 October 24, 2023. 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 October 24, 2023.

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

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., 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 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