

supervisory guidance. In some situations, examiners may reference (including in writing) supervisory guidance to provide examples of safe and sound conduct, appropriate consumer protection and risk management practices, and other actions for addressing compliance with laws or regulations.

(iii) Supervisory criticisms should continue to be specific as to practices, operations, financial conditions, or other matters that could have a negative effect on the safety and soundness of the financial institution, could cause consumer harm, or could cause violations of laws, regulations, final agency orders, or other legally enforceable conditions.

(iv) The NCUA also has at times sought, and may continue to seek, public comment on supervisory guidance. Seeking public comment on supervisory guidance does not mean that the guidance is intended to be a regulation or have the force and effect of law. The comment process helps the agency to improve its understanding of an issue, to gather information on institutions' risk management practices, or to seek ways to achieve a supervisory objective most effectively and with the least burden on institutions.

(v) The NCUA will aim to reduce the issuance of multiple supervisory guidance documents on the same topic and will generally limit such multiple issuances going forward.

(3) The NCUA will continue efforts to make the role of supervisory guidance clear in their communications to examiners and to supervised financial institutions and encourage supervised institutions with questions about this statement or any applicable supervisory guidance to discuss the questions with their appropriate agency contact.

[FR Doc. 2021-01867 Filed 2-2-21; 8:45 am]

BILLING CODE 7535-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31352; Amdt. No. 3941]

#### 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, 2021. 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, 2021.

**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](mailto: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](https://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 January 22, 2021.

#### **Wade Terrell,**

*Aviation Safety, Manager, Flight Procedures & Airspace Group, Flight Technologies and 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 25 February 2021**

King Salmon, AK, PAKN, ILS Y OR LOC Y RWY 12, Amdt 19  
King Salmon, AK, PAKN, LOC BC RWY 30, Amdt 6  
King Salmon, AK, PAKN, RNAV (GPS) RWY 12, Amdt 2  
King Salmon, AK, PAKN, RNAV (GPS) RWY 30, Amdt 2  
King Salmon, AK, PAKN, VOR Y OR TACAN Y 12, Amdt 14  
King Salmon, AK, PAKN, VOR Y OR TACAN Y 30, Amdt 11  
St Mary's, AK, PASM, LOC RWY 17, Amdt 5E  
Alabaster, AL, Shelby County, VOR–A, Amdt 7, CANCELLED  
Jasper, AL, KJFX, ILS OR LOC RWY 27, Amdt 1B  
Bentonville, AR, KVBT, RNAV (GPS) RWY 18, Amdt 2A  
Bentonville, AR, KVBT, RNAV (GPS) RWY 36, Amdt 2B  
Homerville, GA, Homerville, NDB RWY 14, Amdt 3A  
Homerville, GA, Homerville, RNAV (GPS) RWY 14, Amdt 2  
Homerville, GA, Homerville, RNAV (GPS) RWY 32, Amdt 2  
Audubon, IA, Audubon County, Takeoff Minimums and Obstacle DP, Amdt 2  
Paris, IL, KPRG, RNAV (GPS) RWY 9, Amdt 1B  
Paris, IL, KPRG, RNAV (GPS) RWY 18, Orig-B  
Paris, IL, KPRG, RNAV (GPS) RWY 27, Amdt 1C  
Paris, IL, KPRG, RNAV (GPS) RWY 36, Orig-B  
Boston, MA, KBOS, ILS OR LOC RWY 15R, Amdt 2A  
Boston, MA, KBOS, VOR–A, Amdt 1C  
Cloquet, MN, KCOQ, NDB RWY 18, Amdt 4B, CANCELLED  
Cloquet, MN, KCOQ, NDB RWY 36, Amdt 5B, CANCELLED  
Detroit Lakes, MN, KDTL, RNAV (GPS) RWY 14, Amdt 2  
Detroit Lakes, MN, KDTL, RNAV (GPS) RWY 32, Amdt 2  
Detroit Lakes, MN, Detroit Lakes-Wething Field, Takeoff Minimums and Obstacle DP, Amdt 1  
Detroit Lakes, MN, KDTL, VOR RWY 14, Amdt 2  
Detroit Lakes, MN, KDTL, VOR RWY 32, Amdt 2  
Fosston, MN, KFSE, NDB RWY 34, Amdt 4B, CANCELLED  
Asheville, NC, KAVL, RNAV (GPS) RWY 35, Orig-A  
Raleigh/Durham, NC, Raleigh-Durham Intl, ILS OR LOC RWY 5L, Amdt 6  
Raleigh/Durham, NC, Raleigh-Durham Intl, ILS OR LOC RWY 5R, ILS RWY 5R (SA CAT I), ILS RWY 5R (SA CAT II), Amdt 31  
Raleigh/Durham, NC, Raleigh-Durham Intl, ILS OR LOC RWY 23L, Amdt 10

Raleigh/Durham, NC, Raleigh-Durham Intl, ILS OR LOC RWY 23R, ILS RWY 23R (CAT II), ILS RWY 23R (CAT III), Amdt 12  
Raleigh/Durham, NC, Raleigh-Durham Intl, RNAV (GPS) Y RWY 23R, Amdt 2  
Raleigh/Durham, NC, Raleigh-Durham Intl, RNAV (RNP) Z RWY 23R, Amdt 3  
Harvard, NE, 08K, RNAV (GPS) RWY 35, Amdt 1D  
Las Vegas, NV, Mc Carran Intl, ILS OR LOC RWY 1L, Amdt 3  
Las Vegas, NV, KLAS, ILS OR LOC RWY 26L, Amdt 7  
Las Vegas, NV, KLAS, ILS OR LOC RWY 26R, Amdt 20  
Las Vegas, NV, Mc Carran Intl, RNAV (GPS) RWY 1R, Amdt 3  
Las Vegas, NV, Mc Carran Intl, RNAV (GPS) Y RWY 19L, Amdt 3  
Las Vegas, NV, KLAS, RNAV (GPS) Y RWY 19R, Amdt 3  
Las Vegas, NV, Mc Carran Intl, RNAV (RNP) RWY 8R, Orig  
Las Vegas, NV, KLAS, RNAV (RNP) RWY 26L, Orig  
Las Vegas, NV, Mc Carran Intl, RNAV (RNP) RWY 26R, Orig  
Las Vegas, NV, KLAS, RNAV (RNP) Z RWY 19L, Orig  
Las Vegas, NV, KLAS, RNAV (RNP) Z RWY 19R, Orig  
Philadelphia, PA, Philadelphia Intl, Takeoff Minimums and Obstacle DP, Amdt 11  
Toughkenamon, PA, N57, RNAV (GPS) RWY 6, Orig  
Toughkenamon, PA, N57, RNAV (GPS) RWY 24, Orig  
Toughkenamon, PA, N57, VOR RWY 24, Amdt 7C, CANCELLED  
Brookings, SD, KBKX, ILS OR LOC RWY 12, Orig-D  
Brookings, SD, Brookings Rgnl, RNAV (GPS) RWY 30, Orig-A  
Houston, TX, KLDH, RNAV (GPS) RWY 17R, Amdt 2  
San Angelo, TX, KSJT, RNAV (GPS) RWY 36, Orig  
Spencer, WV, Boggs Field, RNAV (GPS) RWY 10, Amdt 2B  
Spencer, WV, Boggs Field, RNAV (GPS) RWY 28, Amdt 1C

[FR Doc. 2021–02099 Filed 2–2–21; 8:45 am]

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 97**

[Docket No. 31353; Amdt. No. 3942]

#### **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