

related information. This MCAI may be found in the AD docket on the internet at [regulations.gov](https://www.regulations.gov) by searching for and locating Docket No. FAA–2022–0398.

(2) For more information about this AD, contact Steven Dzierzynski, Aerospace Engineer, Avionics and Electrical Systems Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7367; email [9-avs-nyaco-cos@faa.gov](mailto:9-avs-nyaco-cos@faa.gov).

#### (j) 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 this AD specifies otherwise.

(i) Automatic Flight Control System, Systems Limitations, Limitations, Bombardier Canadair Challenger Model CL–600–2A12, Airplane Flight Manual (AFM), Product Support Publication (PSP) No. 601–1B–1, Revision 85, dated June 16, 2021.

(ii) Engine Failure in Climb During ALTSEL, Airplane Handling Procedures Following Engine Failure, Abnormal Procedures, Bombardier Canadair Challenger Model CL–600–2A12, AFM, PSP No. 601–1B–1, Revision 85, dated June 16, 2021.

(iii) Automatic Flight Control System, Systems Limitations, Limitations, Bombardier Canadair Challenger Model CL–600–2B16, AFM, PSP No. 601A–1–1, Revision 96, dated June 16, 2021.

(iv) Engine Failure in Climb During ASEL, Airplane Handling Procedures Following Engine Failure, Abnormal Procedures, Bombardier Canadair Challenger Model CL–600–2B16, AFM, PSP No. 601A–1–1, Revision 96, dated June 16, 2021.

(v) Automatic Flight Control System, Systems Limitations, Limitations, Canadair Challenger Model CL–600–1A11, AFM, Product Publication No. 600, Revision A115, dated June 16, 2021.

(vi) Engine Failure in Climb During ALTSEL, Airplane Handling Procedures Following Engine Failure, Normal Procedures, Canadair Challenger Model CL–600–1A11, AFM, Product Publication No. 600, Revision A115, dated June 16, 2021.

(vii) Automatic Flight Control System, Systems Limitations, Limitations, Canadair Challenger Model CL–600–1A11, AFM, PSP No. 600–1, Revision 107, dated June 16, 2021.

(viii) Engine Failure in Climb During ALTSEL, Airplane Handling Procedures Following Engine Failure, Abnormal Procedures, Canadair Challenger Model CL–600–1A11, AFM, PSP No. 600–1, Revision 107, dated June 16, 2021.

(ix) Automatic Flight Control System, Systems Limitations, Limitations, Canadair Challenger Model CL–600–2A12, AFM, PSP No. 601–1A, Revision 129, dated June 16, 2021.

**Note 1 to paragraph (ix):** The page date for page i of the Limitations Contents specified in the List of Effective Pages of the Canadair Challenger Model CL–600–2A12, AFM, PSP No. 601–1A, Revision 129, dated June 16,

2021, is incorrect; the correct page date is April 16, 2020.

(x) Engine Failure in Climb During ALTSEL, Airplane Handling Procedures Following Engine Failure, Abnormal Procedures, Canadair Challenger Model CL–600–2A12, AFM, PSP No. 601–1A, Revision 129, dated June 16, 2021.

(xi) Automatic Flight Control System, Systems Limitations, Limitations, Canadair Challenger Model CL–600–2A12, AFM, PSP No. 601–1A–1, Revision 83, dated June 16, 2021.

**Note 2 to paragraph (xi):** The page date for page i of the Limitations Contents specified in the List of Effective Pages of the Canadair Challenger Model CL–600–2A12, AFM, PSP No. 601–1A–1, Revision 83, dated June 16, 2021, is incorrect; the correct page date is April 16, 2020.

(xii) Engine Failure in Climb During ALTSEL, Airplane Handling Procedures Following Engine Failure, Abnormal Procedures, Canadair Challenger Model CL–600–2A12, AFM, PSP No. 601–1A–1, Revision 83, dated June 16, 2021.

(xiii) Automatic Flight Control System, Systems Limitations, Limitations, Canadair Challenger Model CL–600–2A12, AFM, PSP No. 601–1B, Revision 87, dated June 16, 2021.

**Note 3 to paragraph (xiii):** Page iii of the Limitations Contents specified in the List of Effective Pages of the Canadair Challenger Model CL–600–2A12, AFM, PSP No. 601–1B, Revision 87, dated June 16, 2021, does not exist.

(xiv) Engine Failure in Climb During ALTSEL, Airplane Handling Procedures Following Engine Failure, Abnormal Procedures, Canadair Challenger Model CL–600–2A12, AFM, PSP No. 601–1B, Revision 87, dated June 16, 2021.

(xv) Automatic Flight Control System, Systems Limitations, Limitations, Canadair Challenger Model CL–600–2B16, AFM, PSP No. 601A–1, Revision 107, dated June 16, 2021.

(xvi) Engine Failure in Climb During ASEL, Airplane Handling Procedures Following Engine Failure, Abnormal Procedures, Canadair Challenger Model CL–600–2B16, AFM, PSP No. 601A–1, Revision 107, dated June 16, 2021.

(3) For service information identified in this AD, contact Bombardier Business Aircraft Customer Response Center, 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514–855–2999; email [ac.yul@aero.bombardier.com](mailto:ac.yul@aero.bombardier.com); internet [bombardier.com](http://bombardier.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, email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov), or go to: [archives.gov/federal-register/cfr/ibr-locations.html](https://www.archives.gov/federal-register/cfr/ibr-locations.html).

Issued on August 16, 2022.

**Christina Underwood,**

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

[FR Doc. 2022–19778 Filed 9–13–22; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31445; Amdt. No. 4023]

#### 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 14, 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 14, 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 August 19, 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*

Selma, AL, KSEM, ILS Y OR LOC Y RWY 33, Amdt 1  
Selma, AL, KSEM, ILS Z OR LOC Z RWY 33, Amdt 3  
Orlando, FL, KORL, RNAV (GPS) RWY 7, Amdt 2D  
Hopkinsville, KY, KHVC, Takeoff Minimums and Obstacle DP, Amdt 2  
Roanoke Rapids, NC, KIXA, RNAV (GPS) RWY 20, Amdt 2B  
Saranac Lake, NY, KSLK, RNAV (GPS) RWY 5, Amdt 1D  
Saranac Lake, NY, KSLK, RNAV (GPS) RWY 9, Amdt 1A

##### *Effective 3 November 2022*

Gulkana, AK, PAGK, VOR–A, Orig  
Danville, AR, 32A, Takeoff Minimums and Obstacle DP, Orig-A  
Willcox, AZ, P33, Takeoff Minimums and Obstacle DP, Amdt 1A  
Burlington, CO, KITR, LOC RWY 33, Amdt 1A  
Burlington, CO, KITR, NDB RWY 15, Amdt 2A  
Burlington, CO, KITR, RNAV (GPS) RWY 15, Amdt 1A  
Lakeland, FL, KLAL, VOR RWY 10, Amdt 4G  
Lakeland, FL, KLAL, VOR RWY 28, Amdt 7J

Pine Mountain, GA, KPIM, RNAV (GPS) RWY 9, Amdt 1  
 Pine Mountain, GA, KPIM, VOR-A, Amdt 5D, CANCELLED  
 Iowa City, IA, KIOW, RNAV (GPS) RWY 25, Amdt 2  
 Alton/St Louis, IL, KALN, NDB RWY 17, Amdt 12B, CANCELLED  
 Lacon, IL, C75, VOR RWY 13, Amdt 2D  
 Mount Sterling, KY, KIOB, NDB RWY 3, Amdt 2B, CANCELLED  
 Mount Sterling, KY, KIOB, NDB RWY 21, Amdt 2B, CANCELLED  
 Murray, KY, KCEY, RNAV (GPS) RWY 5, Amdt 1A  
 Hammond, LA, KHDC, ILS OR LOC RWY 18, Amdt 5A  
 Hammond, LA, KHDC, RNAV (GPS) RWY 18, Amdt 1B  
 Hammond, LA, KHDC, RNAV (GPS) RWY 31, Amdt 1B  
 Hammond, LA, KHDC, RNAV (GPS) RWY 36, Orig-B  
 Auburn/Lewiston, ME, KLEW, ILS OR LOC RWY 4, Amdt 12  
 Escanaba, MI, KESC, ILS OR LOC RWY 10, Amdt 3B  
 Escanaba, MI, KESC, LOC BC RWY 28, Amdt 1C  
 Escanaba, MI, KESC, RNAV (GPS) RWY 19, Orig-A  
 Escanaba, MI, KESC, Takeoff Minimums and Obstacle DP, Amdt 2  
 Escanaba, MI, KESC, VOR RWY 1, Orig-E  
 Canby, MN, KCNB, RNAV (GPS) RWY 12, Amdt 2  
 Canby, MN, KCNB, RNAV (GPS) RWY 30, Amdt 1B  
 Madison, MN, KDXX, RNAV (GPS) RWY 14, Amdt 1  
 Montevideo, MN, KMVE, VOR RWY 14, Amdt 5D  
 Ortonville, MN, KVVV, RNAV (GPS) RWY 34, Amdt 1  
 Roseau, MN, KROX, RNAV (GPS) RWY 16, Amdt 1  
 Roseau, MN, KROX, RNAV (GPS) RWY 34, Amdt 1  
 Cuba, MO, KUBX, RNAV (GPS) RWY 1, Amdt 1A  
 Cuba, MO, KUBX, RNAV (GPS) RWY 19, Orig-D  
 Cuba, MO, KUBX, Takeoff Minimums and Obstacle DP, Amdt 2A  
 Libby, MT, Libby, EYESE TWO, Graphic DP  
 Libby, MT, Libby, Takeoff Minimums and Obstacle DP, Amdt 2  
 Beatrice, NE, KBIE, RNAV (GPS) RWY 18, Amdt 2D  
 Beatrice, NE, KBIE, RNAV (GPS) RWY 32, Amdt 1D  
 Beatrice, NE, KBIE, RNAV (GPS) RWY 36, Amdt 2C  
 Beatrice, NE, KBIE, VOR RWY 18, Amdt 4  
 Beatrice, NE, KBIE, VOR RWY 36, Amdt 11

Teterboro, NJ, KTEB, ILS OR LOC RWY 19, Amdt 1A  
 Teterboro, NJ, KTEB, RNAV (GPS) Y RWY 19, Amdt 1A  
 Lake Placid, NY, KLKP, RNAV (GPS) RWY 14, Amdt 1A  
 Philadelphia, PA, KPHL, VOR-A, Amdt 3B, CANCELLED  
 Andrews, SC, KPHH, NDB RWY 36, Orig-C, CANCELLED  
 Andrews, SC, KPHH, RNAV (GPS)-A, Orig  
 Brookings, SD, KBKX, ILS OR LOC RWY 12, Orig-E  
 Eagle Lake, TX, KELA, VOR RWY 17, Amdt 5B, CANCELLED  
 Mexia, TX, KLXY, NDB-A, Amdt 4B, CANCELLED  
 Wharton, TX, KARM, VOR/DME-A, Amdt 5, CANCELLED  
 Chase City, VA, KCXE, RNAV (GPS) RWY 18, Amdt 1D  
 Chase City, VA, KCXE, RNAV (GPS) RWY 36, Amdt 1C  
 Juneau, WI, KUNU, LOC RWY 26, Amdt 1A, CANCELLED  
 Juneau, WI, KUNU, NDB RWY 20, Orig, CANCELLED  
 Ladysmith, WI, KRCX, NDB RWY 32, Amdt 3B, CANCELLED  
 Elkins, WV, Elkins-Randolph CO-Jennings Randolph Fld, ELKINS ONE, Graphic DP  
 Elkins, WV, Elkins-Randolph CO-Jennings Randolph Fld, Takeoff Minimums and Obstacle DP, Amdt 4

[FR Doc. 2022-19749 Filed 9-13-22; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31446; Amdt. No. 4024]

#### 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 14, 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 14, 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](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 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