List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

Authority Citation

The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40113, 44701, 44702, 44704.

The Special Conditions

Accordingly, the Federal Aviation Administration (FAA) issues the following special conditions, as amended, as part of the type certification basis for The Boeing Company Model 777–9 series airplanes.

In lieu of 14 CFR 25.1351(d), the following special conditions apply:

(a) The applicant must show by test or a combination of test and analysis that the airplane is capable of continued safe flight and landing with all normal electrical power sources inoperative, as prescribed by paragraphs (a)(1) and (a)(2), below. For purposes of these special conditions, normal sources of electrical power generation do not include any alternate power sources such as the battery, ram air turbine, or independent power systems such as the flight control permanent magnet generating system. In showing capability for continued safe flight and landing, the applicant must account for systems capability, effects on crew workload and operating conditions, and the physiological needs of the flightcrew and passengers for the longest diversion time for which the applicant is seeking approval.

(1) In showing compliance with this requirement, the applicant must account for common-cause failures, cascading failures, and zonal physical threats.

(2) The applicant may consider the ability to restore operation of portions of the electrical power generation and distribution system if it can be shown that unrecoverable loss of those portions of the system is extremely improbable. The design must provide an alternative source of electrical power for the time required to restore the minimum electrical power generation capability required for safe flight and landing. The applicant may exclude unrecoverable loss of all engines when showing compliance with this requirement.

(b) Regardless of any electrical generation and distribution system recovery capability shown under paragraph (a) of these special conditions, sufficient electrical system capability must be provided to:

(1) Allow time to descend, with all engines inoperative, at the speed that provides the best glide distance, from the maximum operating altitude to the top of the engine restart envelope; and

(2) Subsequently allow multiple start attempts of the engines and auxiliary power unit (APU). The design must provide this capability in addition to the electrical capability required by existing part 25 requirements related to operation with all engines inoperative.

(c) The airplane emergency electrical power system must be designed to supply:

(1) Electrical power required for immediate safety, which must continue to operate without the need for crew action following the loss of the normal electrical power, for a duration sufficient to allow reconfiguration to provide a non-time-limited source of electrical power.

(2) Electrical power required for continued safe flight and landing for the maximum diversion time.

(d) If the applicant uses APU-generated electrical power to satisfy the requirements of these special conditions, and if reaching a suitable runway for landing is beyond the capacity of the battery systems, then the APU must be able to be started under any foreseeable flight condition prior to the depletion of the battery or the restoration of normal electrical power, whichever occurs first. Flight test must demonstrate this capability at the most critical condition.

(1) The applicant must show that the APU will provide adequate electrical power for continued safe flight and landing.

(2) The airplane flight manual (AFM) must incorporate non-normal procedures that direct the pilot to take appropriate actions to activate the APU after loss of normal engine-driven generated electrical power.

(e) As part of showing compliance with these special conditions, the tests to demonstrate loss of all normal electrical power must also take into account the following:

(1) The assumption that the failure condition occurs during night instrument meteorological conditions (IMC) at the most critical phase of the flight, relative to the worst possible electrical power distribution and equipment-loads-demand condition.

(2) After the un-restorable loss of normal engine generator power, the airplane engine restart capability is provided, and operations continued in IMC.

(3) The airplane is demonstrated to be capable of continued safe flight and landing. The length of time must be computed based on the maximum diversion time capability for which the airplane is being certified. The applicant must account for airspeed reductions resulting from the associated failure or failures.

(4) The airplane must provide adequate indication of loss of normal electrical power to direct the pilot to the non-normal procedures, and the AFM must incorporate non-normal procedures that will direct the pilot to take appropriate actions.

Issued in in Kansas City, Missouri, on May 20, 2025.

Patrick R. Mullen,

Manager, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service.

[FR Doc. 2025–09414 Filed 5–22–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31604; Amdt. No. 4165]

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 May 23, 2025. 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 May 23, 2025.

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, visit *www.archives.gov/federal-register/cfr/ibr-locations* or email *fr.inspection@nara.gov.*

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: Romana B. Wolf, Manager, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Office of Safety Standards, Flight Standards Service, Aviation Safety, 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 are 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, pilots 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 of 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 types 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 Air Missions (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 May 9, 2025.

Romana B. Wolf,

Manager, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Office of Safety Standards, Flight Standards Service, Aviation Safety, Federal Aviation Administration.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, 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 12 June 2025

Camden, AL, 61A, RNAV (GPS) RWY 18, Orig-A
Arkadelphia, AR, ADF, Takeoff Minimums and Obstacle DP, Amdt 3A
Ash Flat, AR, CVK, Takeoff Minimums and Obstacle DP, Orig-A
Batesville, AR, BVX, LOC RWY 8, Amdt 2
Batesville, AR, BVX, RNAV (GPS) RWY 8, Amdt 2
Melbourne, AR, 42A, RNAV (GPS) RWY 3, Amdt 3
Melbourne, AR, 42A, RNAV (GPS) RWY 21, Amdt 3
Monticello, AR, LLQ, Takeoff Minimums and Obstacle DP, Orig-B
Oakland, CA, OAK, ILS OR LOC RWY 28R, Amdt 38
Oakland, CA, OAK, ILS OR LOC RWY 30, ILS RWY 30 (SA CAT I), ILS RWY 30 (CAT II), ILS RWY 30 (CAT III), Amdt 32

Oakland, CA, OAK, RNAV (GPS) Y RWY 28L, Amdt 5
Oakland, CA, OAK, RNAV (GPS) Y RWY 28R, Amdt 4
Oakland, CA, OAK, RNAV (GPS) Y RWY 30, Amdt 6
Oakland, CA, OAK, RNAV (RNP) Z RWY 28L, Amdt 3
Oakland, CA, OAK, RNAV (RNP) Z RWY 28R, Amdt 3
Oakland, CA, OAK, RNAV (RNP) Z RWY 30, Amdt 4
Montrose, CO, MTJ, ILS OR LOC RWY 17, Amdt 3A
Montrose, CO, MTJ, RNAV (GPS) RWY 13, Amdt 1A
Montrose, CO, MTJ, RNAV (GPS) RWY 17, Amdt 1A
Bridgeport, CT, BDR, ILS OR LOC RWY 6, Amdt 11
Bridgeport, CT, BDR, RNAV (GPS) RWY 6, Amdt 2
Bridgeport, CT, BDR, RNAV (GPS) RWY 24, Amdt 2
Fort Pierce, FL, FPR, ILS OR LOC RWY 10R, Amdt 5
Fort Pierce, FL, FPR, RNAV (GPS) RWY 10R, Amdt 3
Fort Pierce, FL, FPR, RNAV (GPS) RWY 28L, Amdt 1D
Immokalee, FL, IMM, Takeoff Minimums and Obstacle DP, Amdt 2B
Lake City, FL, LCQ, Takeoff Minimums and Obstacle DP, Amdt 1A
Miami, FL, OPF, ILS OR LOC RWY 9L, Amdt 6
Miami, FL, OPF, RNAV (GPS) RWY 9L, Amdt 1
Okeechobee, FL, OBE, RNAV (GPS) RWY 32, Amdt 1
Pompano Beach, FL, PMP, RNAV (GPS) RWY 15, Amdt 1A
Pompano Beach, FL, PMP, RNAV (GPS) RWY 33, Amdt 1B
St Petersburg-Clearwater, FL, PIE, VOR RWY 36, Orig-A
Ellijay, GA, 49A, RNAV (GPS) RWY 21, Orig-A
Lawrenceville, GA, LZU, ILS OR LOC RWY 25, Amdt 4A
Lawrenceville, GA, LZU, RNAV (GPS) RWY 25, Amdt 1A
Rome, GA, RMG, RNAV (GPS) RWY 19, Amdt 3
Rome, GA, RMG, Takeoff Minimums and Obstacle DP, Amdt 6
Fort Madison, IA, FSW, RNAV (GPS) RWY 17, Amdt 1C
Fort Madison, IA, FSW, RNAV (GPS) RWY 35, Amdt 1A
Fort Madison, IA, FSW, VOR–A, Amdt 7C
Spencer, IA, SPW, Takeoff Minimums and Obstacle DP, Orig-A
Canton, IL, CTK, RNAV (GPS) RWY 18, Amdt 1D
Canton, IL, CTK, RNAV (GPS) RWY 36, Amdt 1E
Canton, IL, CTK, VOR–A, Amdt 9
Chicago/Lake in the Hills, IL, 3CK, RNAV (GPS) RWY 8, Amdt 2
Chicago/Romeoville, IL, LOT, RNAV (GPS) RWY 27, Amdt 1
Chicago, IL, MDW, ILS OR LOC RWY 4R, Amdt 2A
Chicago, IL, MDW, ILS OR LOC RWY 13C, Amdt 1, CANCELED
Chicago, IL, MDW, ILS OR LOC RWY 13L, Orig
Chicago, IL, MDW, ILS OR LOC RWY 31C, Amdt 3A, CANCELED
Chicago, IL, MDW, ILS OR LOC RWY 31R, Orig
Chicago, IL, MDW, RNAV (GPS) RWY 4L, Amdt 1A
Chicago, IL, IGQ, RNAV (GPS) RWY 9, Amdt 1
Chicago, IL, MDW, RNAV (GPS) RWY 13L, Orig-E, CANCELED
Chicago, IL, MDW, RNAV (GPS) RWY 31R, Amdt 1, CANCELED
Chicago, IL, MDW, RNAV (GPS) Z RWY 4R, Amdt 4A
Chicago, IL, MDW, RNAV (GPS) Z RWY 13C, Amdt 3, CANCELED
Chicago, IL, MDW, RNAV (GPS) Z RWY 13L, Orig
Chicago, IL, MDW, RNAV (GPS) Z RWY 31C, Amdt 4A, CANCELED
Chicago, IL, MDW, RNAV (GPS) Z RWY 31R, Orig
Chicago, IL, MDW, RNAV (RNP) Y RWY 13C, Amdt 3, CANCELED
Chicago, IL, MDW, RNAV (RNP) Y RWY 13L, Orig
Chicago, IL, MDW, RNAV (RNP) Y RWY 31C, Amdt 2, CANCELED
Chicago, IL, MDW, RNAV (RNP) Y RWY 31R, Orig
Chicago, IL, MDW, Takeoff Minimums and Obstacle DP, Amdt 13
Lacon, IL, C75, Takeoff Minimums and Obstacle DP, Amdt 3
Morris, IL, C09, RNAV (GPS) RWY 18, Amdt 2
Elkhart, IN, EKM, ILS OR LOC RWY 27, Amdt 3
Elkhart, IN, EKM, RNAV (GPS) RWY 9, Amdt 1
Elkhart, IN, EKM, RNAV (GPS) RWY 27, Amdt 1
Elkhart, IN, EKM, VOR RWY 9, Amdt 7
Fort Wayne, IN, FWA, ILS OR LOC RWY 5, ILS RWY 5 (CAT II), Amdt 15C
Fort Wayne, IN, FWA, ILS OR LOC RWY 32, Amdt 31B
Goshen, IN, GSH, ILS OR LOC RWY 27, Amdt 2
Goshen, IN, GSH, RNAV (GPS) RWY 9, Amdt 1
Goshen, IN, GSH, RNAV (GPS) RWY 27, Amdt 1
Goshen, IN, GSH, Takeoff Minimums and Obstacle DP, Orig-B
Goshen, IN, GSH, VOR RWY 9, Amdt 12D, CANCELED
Kendallville, IN, C62, RNAV (GPS) RWY 10, Orig-C
Kendallville, IN, C62, RNAV (GPS) RWY 28, Amdt 1C
Kendallville, IN, C62, Takeoff Minimums and Obstacle DP, Amdt 2A
South Bend, IN, SBN, ILS OR LOC RWY 9R, Amdt 11
South Bend, IN, SBN, ILS OR LOC RWY 27L, ILS RWY 27L (SA CAT I), ILS RWY 27L (SA CAT II), Amdt 37
South Bend, IN, SBN, RNAV (GPS) RWY 27L, Orig-E
South Bend, IN, SBN, RNAV (GPS) RWY 27R, Amdt 1C
South Bend, IN, SBN, RNAV (GPS) RWY 36, Amdt 1E
Kingman, KS, 9K8, RNAV (GPS) RWY 36, Amdt 2
Lake Charles, LA, LCH, RNAV (GPS) RWY 15, Amdt 1D
Lake Charles, LA, LCH, RNAV (GPS) RWY 33, Amdt 2D
Beverly, MA, BVY, LOC RWY 16, Amdt 8, CANCELED
Lawrence, MA, LWM, ILS OR LOC RWY 5, Amdt 6B
Lawrence, MA, LWM, RNAV (GPS) RWY 5, Amdt 2A
Lawrence, MA, LWM, RNAV (GPS) RWY 14, Orig-A
Lawrence, MA, LWM, RNAV (GPS) RWY 23, Amdt 2A
Mansfield, MA, 1B9, COPTER RNAV (GPS) Y RWY 14, Amdt 1
Mansfield, MA, 1B9, RNAV (GPS) RWY 32, Amdt 2
Mansfield, MA, 1B9, RNAV (GPS) Z RWY 14, Amdt 1
College Park, MD, CGS, Takeoff Minimums and Obstacle DP, Amdt 5
Crisfield, MD, W41, RNAV (GPS)-B, Amdt 1
Ocean City, MD, OXB, LOC RWY 32, Orig-A
Ocean City, MD, OXB, RNAV (GPS) RWY 2, Amdt 1
Ocean City, MD, OXB, VOR–A, Amdt 3B, CANCELED
Beaver Island, MI, SJX, RNAV (GPS) RWY 27, Amdt 1
Caro, MI, CFS, RNAV (GPS) RWY 6, Amdt 2C
Caro, MI, CFS, RNAV (GPS) RWY 24, Amdt 2B
Niles, MI, 3TR, VOR–A, Amdt 1
Pinecreek, MN, 48Y, RNAV (GPS) RWY 15, Orig-C, CANCELED
Pinecreek, MN, 48Y, RNAV (GPS) RWY 33, Orig-C, CANCELED
Pinecreek, MN, 48Y, Takeoff Minimums and Obstacle DP, Orig, CANCELED
Red Wing, MN, RGK, RNAV (GPS) RWY 27, Amdt 3
Warrensburg, MO, RCM, RNAV (GPS) RWY 1, Amdt 1B
Warrensburg, MO, RCM, RNAV (GPS) RWY 19, Amdt 1B
Jackson, MS, JAN, ILS OR LOC RWY 16L, ILS RWY 16L (SA CAT I), ILS RWY 16L (CAT II), ILS RWY 16L (CAT III), Amdt 9
Jackson, MS, JAN, ILS OR LOC RWY 34L, Amdt 7
Kenansville, NC, DPL, Takeoff Minimums and Obstacle DP, Amdt 1A
Salisbury, NC, RUQ, RNAV (GPS) RWY 2, Amdt 2A
Ashley, ND, ASY, RNAV (GPS) RWY 15, Orig
Ashley, ND, ASY, RNAV (GPS) RWY 33, Orig
Ashley, ND, ASY, Takeoff Minimums and Obstacle DP, Orig
Grand Forks, ND, GFK, ILS OR LOC RWY 35L, Amdt 12E
Grand Forks, ND, GFK, RNAV (GPS) RWY 17L, Orig
Grand Forks, ND, GFK, RNAV (GPS) RWY 35R, Orig
Mohall, ND, HBC, RNAV (GPS) RWY 31, Amdt 1
Alma, NE, 4D9, Takeoff Minimums and Obstacle DP, Orig-A
Ogallala, NE, OGA, Takeoff Minimums and Obstacle DP, Amdt 5A
Las Cruces, NM, LRU, Takeoff Minimums and Obstacle DP, Amdt 3

Ely, NV, ELY, VOR–C, Amdt 2B
Buffalo, NY, BUF, Takeoff Minimums and Obstacle DP, Amdt 6A
New York, NY, JFK, RNAV (RNP) Z RWY 4L, Amdt 2A, CANCELED
New York, NY, JFK, RNAV (RNP) Z RWY 4R, Amdt 1A, CANCELED
Westhampton Beach, NY, FOK, ILS OR LOC RWY 24, Amdt 12
Westhampton Beach, NY, FOK, RNAV (GPS) RWY 6, Amdt 3
Westhampton Beach, NY, FOK, RNAV (GPS) RWY 24, Amdt 3
Cincinnati, OH, LUK, RNAV (GPS) RWY 25, Amdt 1D
Delaware, OH, DLZ, Takeoff Minimums and Obstacle DP, Amdt 2
Oxford, OH, OXD, Takeoff Minimums and Obstacle DP, Amdt 2A
Washington Court House, OH, I23, RNAV (GPS) RWY 5, Orig
Waverly, OH, EOP, RNAV (GPS) RWY 7, Amdt 3
Waverly, OH, EOP, RNAV (GPS) RWY 25, Amdt 2
Waverly, OH, EOP, Takeoff Minimums and Obstacle DP, Amdt 2
Muskogee, OK, MKO, Takeoff Minimums and Obstacle DP, Orig-B
Philadelphia, PA, PHL, ILS V RWY 9R (CONVERGING), Amdt 7
Philadelphia, PA, PHL, ILS V RWY 17 (CONVERGING), Amdt 8
Philadelphia, PA, PHL, ILS Z OR LOC RWY 17, Amdt 9
Dillon, SC, DLC, RNAV (GPS)-A, Orig
Dillon, SC, DLC, VOR/DME OR GPS RWY 7, Amdt 5A, CANCELED
Mitchell, SD, MHE, VOR RWY 13, Amdt 11B
Dyersburg, TN, DYR, RNAV (GPS) RWY 22, Amdt 1D
Pulaski, TN, GZS, RNAV (GPS) RWY 16, Amdt 3
Pulaski, TN, GZS, RNAV (GPS) RWY 34, Amdt 2C
Pulaski, TN, GZS, VOR RWY 34, Amdt 3A
Arlington, TX, GKY, RNAV (GPS) RWY 16, Amdt 1
Llano, TX, AQO, Takeoff Minimums and Obstacle DP, Orig-A
Waco, TX, ACT, Takeoff Minimums and Obstacle DP, Orig-A
Escalante, UT, 1L7, HASSL TWO, Graphic DP
Escalante, UT, 1L7, RNAV (GPS) RWY 31, Amdt 1
Bridgewater, VA, VBW, RNAV (GPS) RWY 33, Amdt 2
Bridgewater, VA, KVBW, Takeoff Minimums and Obstacle DP, Amdt 3
Orange, VA, OMH, RNAV (GPS) RWY 26, Amdt 1
Springfield, VT, VSF, LOC RWY 5, Amdt 5A
Springfield, VT, VSF, RNAV (GPS) RWY 5, Amdt 1A
Juneau, WI, UNU, RNAV (GPS) RWY 8, Amdt 1
Juneau, WI, UNU, RNAV (GPS) RWY 26, Amdt 1
Marshfield, WI, MFI, Takeoff Minimums and Obstacle DP, Orig-A
Reedsburg, WI, C35, Takeoff Minimums and Obstacle DP, Amdt 3
Morgantown, WV, MGW, RNAV (GPS) RWY 36, Amdt 3
Pine Bluffs, WY, 82V, RNAV (GPS) RWY 8, Orig
Pine Bluffs, WY, 82V, RNAV (GPS) RWY 26, Orig
Pine Bluffs, WY, 82V, Takeoff Minimums and Obstacle DP, Orig

[FR Doc. 2025–09283 Filed 5–22–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31605; Amdt. No. 4166]

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 May 23, 2025. 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 May 23, 2025.

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, visit *www.archives.gov/federal-register/cfr/ibr-locations* or email *fr.inspection@nara.gov.*

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: Romana B. Wolf, Manager, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Office of Safety Standards, Flight Standards Service, Aviation Safety, 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 Air Missions (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, pilots 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.