

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 February 28, 2025.

**Thomas J. Nichols,**

*Standards Section 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 17 April 2025*

Savoonga, AK, SVA/PASA, RNAV (GPS) RWY 23, Amdt 2A  
El Dorado, AR, ELD, RNAV (GPS)—A, Orig  
Monterey, CA, MRY, RNAV (GPS) RWY 10R, Amdt 2  
Denver, CO, APA, RNAV (GPS) Y RWY 17L, Amdt 2B  
Denver, CO, APA, RNAV (RNP) Z RWY 17L, Orig  
Ocala, FL, OCF, RNAV (GPS) RWY 18, Amdt 2C  
Okeechobee, FL, OBE, RNAV (GPS) RWY 14, Amdt 2  
Okeechobee, FL, OBE, RNAV (GPS) RWY 23, Amdt 3  
Pahokee, FL, PHK, RNAV (GPS) RWY 18, Amdt 2  
Pahokee, FL, PHK, RNAV (GPS) RWY 36, Amdt 2  
West Palm Beach, FL, LNA, RNAV (GPS)-A, Amdt 1A  
Fort Wayne, IN, SMD, RNAV (GPS) RWY 5, Amdt 1  
Fort Wayne, IN, SMD, RNAV (GPS) RWY 23, Amdt 2  
Indianapolis, IN, TYQ, ILS OR LOC RWY 36, Amdt 7  
Indianapolis, IN, TYQ, RNAV (GPS) RWY 36, Amdt 2  
Jeffersonville, IN, JVY, ILS OR LOC RWY 18, Amdt 5  
Jeffersonville, IN, JVY, RNAV (GPS) RWY 18, Amdt 2  
La Porte, IN, PPO, RNAV (GPS) RWY 2, Amdt 1F

La Porte, IN, PPO, RNAV (GPS) RWY 20, Amdt 1C  
Wellington, KS, EGT, RNAV (GPS) RWY 18, Amdt 3  
Wellington, KS, EGT, RNAV (GPS) RWY 36, Amdt 3  
Marshall, MI, RMY, RNAV (GPS) RWY 28, Orig-D  
Joplin, MO, JLN, ILS OR LOC RWY 18, Amdt 3A  
New York, NY, ISP, ILS OR LOC RWY 24, Amdt 5  
Cincinnati, OH, LUK, RNAV (GPS) RWY 21, Amdt 1  
Wilmington, OH, ILN, Takeoff Minimums and Obstacle DP, Orig-A  
Beaufort, SC, KARW, RADAR–1, Amdt 4  
Smyrna, TN, MQY, ILS OR LOC RWY 32, Amdt 7  
Brownsville, TX, BRO, RNAV (GPS) RWY 31, Orig-A  
Salt Lake City, UT, SVR, RNAV (GPS) RWY 34, Amdt 1B  
Bennington, VT, DDH, RNAV (GPS) RWY 13, Amdt 1  
Port Angeles, WA, CLM, ILS OR LOC RWY 9, Amdt 4  
Port Angeles, WA, CLM, Takeoff Minimums and Obstacle DP, Amdt 3C  
Port Angeles, WA, KCLM, WATTR NINE, Graphic DP, CANCELED  
Port Angeles, WA, KCLM, WATTR ONE, Graphic DP

[FR Doc. 2025–03681 Filed 3–6–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 97

[Docket No. 31594; Amdt. No. 4156]

### 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 March 7, 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 March 7, 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](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto: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](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, Standards Section 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.

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

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Issued in Washington, DC, on February 28, 2025.

Thomas J. Nichols,

*Standards Section 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 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	Procedure name
17-Apr-25 ....	LA	Coushatta .....	The Red River .....	4/0389	12/23/2024	RNAV (GPS) RWY 18, Orig.
17-Apr-25 ....	MO	St Louis .....	St Louis Lambert Intl .....	4/0510	2/6/2025	RNAV (RNP) Z RWY 30L, Amdt 1A.
17-Apr-25 ....	MO	St Louis .....	St Louis Lambert Intl .....	4/0511	2/6/2025	ILS OR LOC RWY 12R, Amdt 23.
17-Apr-25 ....	MO	St Louis .....	St Louis Lambert Intl .....	4/0512	2/6/2025	ILS OR LOC RWY 30L, Amdt 13.
17-Apr-25 ....	MO	St Louis .....	St Louis Lambert Intl .....	4/0513	2/6/2025	RNAV (RNP) Z RWY 12R, Orig-C.
17-Apr-25 ....	MS	Meridian .....	Key Fld .....	4/1096	12/27/2024	RNAV (GPS) RWY 4, Amdt 1A.
17-Apr-25 ....	MI	Hastings .....	Hastings .....	4/1879	12/30/2024	RNAV (GPS) RWY 12, Amdt 2.
17-Apr-25 ....	MI	Hastings .....	Hastings .....	4/1880	12/30/2024	RNAV (GPS) RWY 30, Amdt 2A.
17-Apr-25 ....	MI	Hastings .....	Hastings .....	4/1881	12/30/2024	VOR RWY 12, Orig-H.
17-Apr-25 ....	VT	Newport .....	Northeast Kingdom Intl .....	4/3487	12/9/2024	RNAV (GPS) RWY 36, Amdt 2.
17-Apr-25 ....	ND	Linton .....	Linton Muni .....	5/1122	2/7/2025	RNAV (GPS) RWY 37, Orig-C.
17-Apr-25 ....	ND	Linton .....	Linton Muni .....	5/1124	2/7/2025	RNAV (GPS) RWY 9, Orig-C.
17-Apr-25 ....	MT	Kalispell .....	Glacier Park Intl .....	5/1230	2/10/2025	ILS OR LOC RWY 2, Amdt 8.
17-Apr-25 ....	MT	Kalispell .....	Glacier Park Intl .....	5/1231	2/10/2025	RNAV (GPS) RWY 30, Amdt 1A.
17-Apr-25 ....	MT	Kalispell .....	Glacier Park Intl .....	5/1232	2/10/2025	VOR/DME RWY 30, Amdt 10B.
17-Apr-25 ....	FL	Sebring .....	Sebring Rgnl .....	5/2071	2/12/2025	RNAV (GPS) RWY 1, Amdt 1C.
17-Apr-25 ....	NE	Beatrice .....	Beatrice Muni .....	5/2834	2/13/2025	RNAV (GPS) RWY 14, Amdt 1D.
17-Apr-25 ....	AK	Petersburg .....	Petersburg James A Johnson	5/3730	1/17/2025	LDA-D, Amdt 7A.
17-Apr-25 ....	PA	Pittsburgh .....	Pittsburgh Intl .....	5/4236	1/17/2025	RNAV (GPS) Y RWY 10C, Amdt 5.
17-Apr-25 ....	VT	Rutland .....	Rutland/Southern Vermont Rgnl.	5/5177	1/23/2025	RNAV (GPS) Y RWY 19, Amdt 3.
17-Apr-25 ....	VT	Rutland .....	Rutland/Southern Vermont Rgnl.	5/5178	1/23/2025	RNAV (GPS) Z RWY 19, Amdt 1.
17-Apr-25 ....	NC	Clinton .....	Clinton-Sampson County .....	5/6101	1/24/2025	RNAV (GPS) Y RWY 24, Amdt 1D.
17-Apr-25 ....	NC	Clinton .....	Clinton-Sampson County .....	5/6102	1/24/2025	RNAV (GPS) Z RWY 24, Orig-C.

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## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[EPA-R04-OAR-2024-0006; FRL-12050-02-R4]

### Air Plan Approval; SC; Updates to the Cross-State Air Pollution Rule

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Final rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is approving a State Implementation Plan (SIP) revision submitted through the South Carolina Department of Health and Environmental Control (SC DHEC) on September 26, 2023, regarding updates to the State's Cross-State Air Pollution Rule (CSAPR) emissions trading programs. The SIP revision incorporates by reference (IBRs) certain amendments EPA has made to the regulations for the Federal CSAPR trading programs for annual emissions of nitrogen oxides (NO<sub>x</sub>) and sulfur dioxide (SO<sub>2</sub>) for large electric generating units (EGUs). EPA is approving South Carolina's September 26, 2023, SIP revision because it is consistent with EPA's good neighbor

CSAPR trading programs and the Clean Air Act (CAA or Act).

**DATES:** This rule is effective April 7, 2025.

**ADDRESSES:** EPA has established a docket for this action under Docket Identification No. EPA-R04-OAR-2024-0006. All documents in the docket are listed on the *regulations.gov* website. Although listed in the index, some information may not be publicly available, *i.e.*, Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through *www.regulations.gov* or in hard copy at the Air Regulatory Management Section, Air Planning and Implementation Branch, Air and Radiation Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW, Atlanta, Georgia 30303-8960. EPA requests that if at all possible, you contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection. The Regional Office's official hours of business are Monday through Friday 8:30 a.m. to 4:30 p.m., excluding Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Josue Ortiz Borrero, Air Regulatory

Management Section, Air Planning and Implementation Branch, Air and Radiation Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW, Atlanta, Georgia 30303-8960. Mr. Ortiz can be reached via phone number (404) 562-8085 or via electronic mail at [ortizborrero.josue@epa.gov](mailto:ortizborrero.josue@epa.gov).

### SUPPLEMENTARY INFORMATION:

#### I. Background

On September 26, 2023, SC DHEC<sup>1</sup> transmitted a SIP revision to update their State's CSAPR emissions trading programs to IBR certain amendments EPA has made to the regulations for the Federal CSAPR trading programs for annual emissions of NO<sub>x</sub> and SO<sub>2</sub> for EGUs. EPA created these Federal trading programs in 2011 as market-based mechanisms for South Carolina and certain other States to address their obligations to downwind States under the CAA's good neighbor provision with respect to the national ambient air

<sup>1</sup> On July 1, 2024, SC DHEC was restructured into a health agency, the Department of Public Health, and an environmental agency, the Department of Environmental Services (DES). In a letter dated June 20, 2024, South Carolina represented to EPA that all the functions, powers, and duties of the environmental divisions, offices, and programs of DHEC, including the authority to administer and enforce state implementation plans, are retained and continued in full force and effect under DES. The letter is in the docket for this rulemaking. The state agency will simply be referred to as the State or South Carolina for the remainder of this notice.