

necessary to keep them operationally current, is non-controversial and unlikely to result in adverse or negative comments. 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. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures,” paragraph 5–6.5.a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11F, Airspace Designations and Reporting Points, dated August 10, 2021, and effective September 15, 2021, is amended as follows:

Paragraph 5000 Class D Airspace.

* * * * *

ASW TX D Fort Worth, TX [Amended]

Fort Worth Spinks Airport, TX
(Lat. 32°33′54″ N, long. 97°18′30″ W)

That airspace extending upward from the surface up to but not including 3,000 feet

MSL within a 4.1-mile radius of Fort Worth Spinks Airport, and within 1 mile each side of the 173° bearing from the airport extending from the 4.1-mile radius to 4.8 miles south of the airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Air Missions. The effective dates and times will thereafter be continuously published in the Chart Supplement.

Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.

* * * * *

ASW TX E5 Dallas-Fort Worth, TX [Amended]

Dallas-Fort Worth International Airport, TX
(Lat. 32°53′50″ N, long. 97°02′16″ W)
McKinney National Airport, TX
(Lat. 33°10′37″ N, long. 96°35′20″ W)
Ralph M. Hall/Rockwall Municipal Airport, TX
(Lat. 32°55′50″ N, long. 96°26′08″ W)
Mesquite Metro Airport, TX
(Lat. 32°44′49″ N, long. 96°31′50″ W)
Mesquite Metro: RWY 18–LOC
(Lat. 32°44′03″ N, long. 96°31′50″ W)
Lancaster Regional Airport, TX
(Lat. 32°34′39″ N, long. 96°43′03″ W)
Point of Origin
(Lat. 32°51′57″ N, long. 97°01′41″ W)
Fort Worth Spinks Airport, TX
(Lat. 32°33′54″ N, long. 97°18′30″ W)
Clebume Regional Airport, TX
(Lat. 32°21′14″ N, long. 97°26′02″ W)
Bourland Field, TX
(Lat. 32°34′55″ N, long. 97°35′27″ W)
Granbury Regional Airport, TX
(Lat. 32°26′40″ N, long. 97°49′01″ W)
Parker County Airport, TX
(Lat. 32°44′47″ N, long. 97°40′57″ W)
Bridgeport Municipal Airport, TX
(Lat. 33°10′26″ N, long. 97°49′42″ W)
Decatur Municipal Airport, TX
(Lat. 33°15′15″ N, long. 97°34′50″ W)

That airspace extending upward from 700 feet above the surface within a 30-mile radius of Dallas-Fort Worth International Airport, and within a 6.6-mile radius of McKinney National Airport, and within 1.8 miles each side of the 002° bearing from McKinney National Airport extending from the 6.6-mile radius to 9.2 miles north of the airport, and within a 6.3-mile radius of Ralph M. Hall/Rockwall Municipal Airport, and within 1.6 miles each side of the 010° bearing from Ralph M. Hall/Rockwall Municipal Airport extending from the 6.3-mile radius to 10.8 miles north of the airport, and within a 6.5-mile radius of Mesquite Metro Airport, and within 4 miles west and 7.9 miles east of the 001° bearing from the Mesquite Metro: RWY 18–LOC extending from the 6.5-mile radius of the Mesquite Metro Airport to 10 miles north of the Mesquite Metro: RWY 18–LOC, and within a 6.6-mile radius of Lancaster Regional Airport, and within 1.9 miles each side of the 140° bearing from Lancaster Regional Airport extending from the 6.6-mile radius to 9.2 miles southeast of the airport, and within 8 miles northeast and 4 miles southwest of the 144° bearing from the Point of Origin extending from the 30-mile radius of Dallas-Fort Worth International Airport to

35 miles southeast of the Point of Origin, and within a 6.5-mile radius of Fort Worth Spinks Airport, and within 8 miles east and 4 miles west of the 178° bearing from Fort Worth Spinks Airport extending from the 6.5-mile radius to 21 miles south of the airport, and within a 6.9-mile radius of Cleburne Regional Airport, and within 3.6 miles each side of the 292° bearing from the Cleburne Regional Airport extending from the 6.9-mile radius to 12.2 miles northwest of airport, and within a 6.5-mile radius of Bourland Field, and within a 8.8-mile radius of Granbury Regional Airport, and within a 6.3-mile radius of Parker County Airport, and within 8 miles east and 4 miles west of the 177° bearing from Parker County Airport extending from the 6.3-mile radius to 21.4 miles south of the airport, and within a 6.3-mile radius of Bridgeport Municipal Airport, and within 1.6 miles each side of the 040° bearing from Bridgeport Municipal Airport extending from the 6.3-mile radius to 10.6 miles northeast of the airport, and within 4 miles each side of the 001° bearing from Bridgeport Municipal Airport extending from the 6.3-mile radius to 10.7 miles north of the airport, and within a 6.3-mile radius of Decatur Municipal Airport, and within 1.5 miles each side of the 263° bearing from Decatur Municipal Airport extending from the 6.3-mile radius to 9.2 miles west of the airport.

Issued in Fort Worth, Texas, on August 18, 2022.

Martin A. Skinner,

Acting Manager, Operations Support Group, ATO Central Service Center.

[FR Doc. 2022–18181 Filed 8–23–22; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31442; Amdt. No. 4021]

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 August 24, 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 August 24, 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 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., 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 5, 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 8 September 2022

Sitka, AK, PASI, RNAV (GPS)—B, Orig
Yakutat, AK, PAYA, RNAV (GPS) RWY 2, Amdt 4
Yakutat, AK, PAYA, RNAV (GPS) RWY 11, Amdt 5
Yakutat, AK, PAYA, RNAV (GPS) RWY 29, Amdt 5
Butler, AL, 09A, Takeoff Minimums and Obstacle DP, Amdt 2
Tuscaloosa, AL, KTCL, TACAN RWY 4, Orig
Tuscaloosa, AL, KTCL, TACAN RWY 22, Orig
San Martin, CA, E16, RNAV (GPS) RWY 32, Amdt 2A
New Haven, CT, KHVN, RNAV (GPS) RWY 20, Amdt 1
Willimantic, CT, KIJD, RNAV (GPS) RWY 9, Amdt 1D
Apalachicola, FL, KAAF, RNAV (GPS) RWY 24, Amdt 1E
Apalachicola, FL, KAAF, RNAV (GPS) RWY 32, Amdt 2E
Macon, GA, KMCN, ILS OR LOC RWY 5, ILS RWY 5 (SA CAT I), ILS RWY 5 (SA CAT II), Amdt 4
Macon, GA, KMCN, VOR RWY 14, Amdt 10C, CANCELLED
Macon, GA, KMCN, VOR RWY 23, Amdt 4D, CANCELLED
Mc Rae, GA, KMQW, Takeoff Minimums and Obstacle DP, Amdt 2
Kahului, HI, PHOG, RNAV (GPS) Y RWY 2, Amdt 3
Ottumwa, IA, KOTM, ILS OR LOC RWY 31, Amdt 6
Ottumwa, IA, KOTM, LOC BC RWY 13, Amdt 4
Ottumwa, IA, KOTM, RNAV (GPS) RWY 13, Amdt 1
Ottumwa, IA, KOTM, RNAV (GPS) RWY 31, Amdt 1
Ottumwa, IA, KOTM, Takeoff Minimums and Obstacle DP, Amdt 1
Ottumwa, IA, KOTM, VOR RWY 13, Amdt 8
Belleville, IL, KBLV, ILS OR LOC RWY 14L, Orig—H
Belleville, IL, KBLV, ILS OR LOC RWY 14R, Orig—H
Belleville, IL, KBLV, ILS OR LOC RWY 32L, Amdt 2B
Belleville, IL, KBLV, ILS OR LOC RWY 32R, Orig—K
Belleville, IL, KBLV, RADAR—1, Orig—A
Belleville, IL, KBLV, RNAV (GPS) RWY 14L, Orig—B
Belleville, IL, KBLV, RNAV (GPS) RWY 14R, Orig—G
Belleville, IL, KBLV, RNAV (GPS) RWY 32L, Orig—F
Belleville, IL, KBLV, RNAV (GPS) RWY 32R, Orig—F
Belleville, IL, KBLV, TACAN RWY 14R, Amdt 1D
Belleville, IL, KBLV, TACAN RWY 32L, Amdt 1D
Chicago, IL, KMDW, RNAV (RNP) X RWY 22L, Amdt 2
Chicago, IL, KMDW, RNAV (RNP) Y RWY 4R, Amdt 2
Chicago, IL, KMDW, RNAV (RNP) Y RWY 13C, Amdt 3
Chicago, IL, KMDW, RNAV (RNP) Y RWY 22L, Amdt 4
Chicago, IL, KMDW, RNAV (RNP) Y RWY 31C, Amdt 2

Meade, KS, KMEJ, RNAV (GPS) RWY 17, Orig—D
Ulysses, KS, KULS, NDB RWY 12, Amdt 5
Mount Pleasant, MI, KMOP, Takeoff Minimums and Obstacle DP, Amdt 6
Mount Pleasant, MI, KMOP, VOR RWY 27, Amdt 2
Duluth, MN, KDLH, TACAN Y RWY 9, Amdt 3A
Minneapolis, MN, KANE, ILS OR LOC RWY 27, Amdt 1
Minneapolis, MN, KANE, RNAV (GPS) RWY 27, Amdt 1
Rochester, MN, KRST, COPTER ILS Y OR LOC Y RWY 31, Amdt 3B
Rochester, MN, KRST, ILS Z OR LOC Z RWY 31, ILS Z RWY 31 (SA CAT I), ILS Z RWY 31 (SA CAT II), Amdt 23B
Rochester, MN, KRST, RNAV (GPS) RWY 2, Amdt 3D
Rochester, MN, KRST, RNAV (GPS) RWY 13, Amdt 1C
Rochester, MN, KRST, RNAV (GPS) RWY 20, Amdt 2D
Rochester, MN, KRST, RNAV (GPS) RWY 31, Amdt 2B
Erwin, NC, KHRJ, RNAV (GPS) RWY 5, Amdt 2D
Erwin, NC, KHRJ, RNAV (GPS) RWY 23, Amdt 2C
Monroe, NC, KEQY, ILS OR LOC RWY 5, Amdt 3
Monroe, NC, KEQY, RNAV (GPS) RWY 5, Amdt 3
Monroe, NC, KEQY, RNAV (GPS) RWY 23, Amdt 1B
East Hampton, NY, KJPX, RNAV (GPS) Z RWY 10, Orig
East Hampton, NY, KJPX, RNAV (GPS) Z RWY 28, Orig
East Hampton, NY, KJPX, Takeoff Minimums and Obstacle DP, Orig
Johnstown, NY, NY0, RNAV (GPS) RWY 10, Amdt 1
Johnstown, NY, NY0, RNAV (GPS) RWY 28, Amdt 1
Pendleton, OR, KPDT, ILS OR LOC RWY 26, Amdt 25E
Portland, OR, KPDX, RNAV (RNP) Z RWY 10R, Orig—C
Toughkenamon, PA, N57, Takeoff Minimums and Obstacle DP, Amdt 1A
Walla Walla, WA, KALW, ILS OR LOC RWY 20, Amdt 1A
Walla Walla, WA, KALW, ILS Y OR LOC RWY 20, Amdt 10, CANCELLED
Walla Walla, WA, KALW, RNAV (GPS) RWY 2, Amdt 2A
Walla Walla, WA, KALW, RNAV (GPS) RWY 20, Amdt 1B
Walla Walla, WA, KALW, Takeoff Minimums and Obstacle DP, Amdt 5
Walla Walla, WA, KALW, VOR RWY 2, Orig—D
Walla Walla, WA, KALW, VOR RWY 20, Orig—A
Afton, WY, KAFO, RNAV (GPS) RWY 16, Amdt 3
Afton, WY, KAFO, RNAV (GPS) RWY 34, Amdt 3

[FR Doc. 2022-18221 Filed 8-23-22; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31443; Amdt. No. 4022]

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 August 24, 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 August 24, 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 or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.