

Airway segment		Changeover points	
From	To	Distance	From
<b>§ 95.8003 VOR Federal Airway Changeover Point V49 Is Amended To Delete Changeover Point</b>			
VULCAN, AL VORTAC .....	DECATUR, AL VOR/DME .....	35	VULCAN.
<b>V494 Is Amended To Delete Changeover Point</b>			
MENDOCINO, CA VORTAC .....	SANTA ROSA, CA VOR/DME .....	25	MENDOCINO.
SANTA ROSA, CA VOR/DME .....	SACRAMENTO, CA VORTAC .....	25	SANTA ROSA.
<b>§ 95.8005 Jet Route Changeover Point J89 Is Amended To Delete Changeover Point</b>			
ATLANTA, GA VORTAC .....	VALDOSTA, GA VOR/DME .....	90	ATLANTA.

[FR Doc. 2021-15222 Filed 7-16-21; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 97**

[Docket No. 31379; Amdt. No. 3965]

**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 July 19, 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 July 19, 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 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 [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](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 July 9, 2021.

**Thomas J. Nichols,**

*Aviation Safety, Flight Standards Service, Manager, Flight Procedures and Airspace Group.*

#### **Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me, Title 14,

Code of Federal Regulations, Part 97 (14 CRF 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 August 2021**

Fairbanks, AK, PAFB, ILS OR LOC RWY 2L, ILS RWY 2L (SA CAT I), ILS RWY 2L (CAT II), ILS RWY 2L (CAT III), Amdt 10C  
 Fairbanks, AK, PAFB, ILS Z OR LOC Z RWY 20R, ILS Z RWY 20R (SA CAT I), ILS Z RWY 20R (SA CAT II), Amdt 25C  
 Fairbanks, AK, PAFB, RNAV (GPS) RWY 2R, Amdt 1B  
 Fairbanks, AK, PAFB, RNAV (GPS) RWY 20L, Amdt 1B  
 Fairbanks, AK, PAFB, RNAV (GPS) Y RWY 2L, Amdt 1C  
 Fairbanks, AK, PAFB, RNAV (GPS) Y RWY 20R, Amdt 1D  
 Fairbanks, AK, PAFB, RNAV (RNP) Z RWY 2L, Amdt 1A  
 Fairbanks, AK, PAFB, RNAV (RNP) Z RWY 20R, Amdt 1A  
 Mekoryuk, AK, PAMY, RNAV (GPS) RWY 6, Amdt 1  
 Mekoryuk, AK, PAMY, RNAV (GPS) RWY 24, Amdt 1  
 Mekoryuk, AK, Mekoryuk, Takeoff Minimums and Obstacle DP, Amdt 2  
 Utqiagvik, AK, PABR, ILS OR LOC RWY 8, Amdt 2  
 Utqiagvik, AK, PABR, LOC BC RWY 26, Amdt 2  
 Utqiagvik, AK, PABR, RNAV (GPS) RWY 8, Amdt 1  
 Utqiagvik, AK, PABR, RNAV (GPS) RWY 26, Amdt 1  
 Utqiagvik, AK, Wiley Post-Will Rogers Memorial, Takeoff Minimums and Obstacle DP, Orig-B  
 Utqiagvik, AK, PABR, VOR RWY 26, Amdt 2  
 Santa Rosa, CA, KSTS, ILS OR LOC RWY 32, Amdt 19C  
 Santa Rosa, CA, KSTS, RNAV (GPS) RWY 32, Amdt 1F  
 Longmont, CO, KLMO, RNAV (GPS) RWY 29, Amdt 2B  
 Fort Lauderdale, FL, KFLB, ILS OR LOC RWY 10L, Amdt 25  
 Fort Lauderdale, FL, KFLB, RNAV (GPS) Z RWY 10L, Amdt 5  
 Miami, FL, KMIA, ILS OR LOC RWY 26L, Amdt 17  
 Miami, FL, KMIA, ILS OR LOC RWY 27, Amdt 28  
 Miami, FL, KMIA, LOC RWY 26R, Amdt 1  
 Miami, FL, KMIA, RNAV (GPS) RWY 26R, Amdt 4

Miami, FL, KMIA, RNAV (GPS) Y RWY 26L, Amdt 3  
 Miami, FL, KMIA, RNAV (GPS) Y RWY 27, Amdt 4  
 Miami, FL, KMIA, RNAV (RNP) Z RWY 26L, Amdt 2  
 Miami, FL, KMIA, RNAV (RNP) Z RWY 27, Amdt 3  
 Miami, FL, Miami Intl, Takeoff Minimums and Obstacle DP, Amdt 18  
 St Augustine, FL, KSGJ, ILS OR LOC RWY 31, Amdt 1A  
 St Augustine, FL, KSGJ, RNAV (GPS) RWY 31, Amdt 2A  
 West Palm Beach, FL, KPBI, ILS OR LOC RWY 28R, Amdt 4  
 West Palm Beach, FL, KPBI, RNAV (GPS) Y RWY 14, Amdt 3  
 West Palm Beach, FL, KPBI, RNAV (GPS) Y RWY 28R, Amdt 3  
 West Palm Beach, FL, KPBI, RNAV (GPS) Y RWY 32, Amdt 3  
 Sheldon, IA, KSHL, RNAV (GPS) RWY 15, Amdt 1C  
 Chicago, IL, KMDW, RNAV (RNP) X RWY 22L, Amdt 1A  
 Chicago, IL, KORD, ILS OR LOC RWY 22R, Amdt 10  
 Chicago/Prospect Heights/Wheeling, IL, KPWK, ILS OR LOC RWY 16, Amdt 3  
 Chicago/Prospect Heights/Wheeling, IL, KPWK, RNAV (GPS) RWY 16, Amdt 2  
 Macomb, IL, KMQB, LOC RWY 27, Amdt 4  
 Oberlin, KS, KOIN, NDB RWY 35, Amdt 2  
 Oberlin, KS, KOIN, RNAV (GPS) RWY 17, Amdt 1  
 Oberlin, KS, KOIN, RNAV (GPS) RWY 35, Amdt 1  
 Oberlin, KS, Oberlin Muni, Takeoff Minimums and Obstacle DP, Amdt 2  
 Hancock, MI, KCMX, RNAV (GPS) RWY 25, Amdt 1B  
 Houston, MO, M48, RNAV (GPS) RWY 16, Orig-B  
 Portsmouth, OH, KPMH, VOR/DME-A, Amdt 6, CANCELLED  
 Houston, TX, KIAH, GLS RWY 27, Amdt 1D  
 Victoria, TX, KVCT, ILS OR LOC RWY 13, Orig  
 Victoria, TX, KVCT, ILS OR LOC/DME RWY 13L, Amdt 12A, CANCELLED  
 Victoria, TX, KVCT, RNAV (GPS) RWY 13, Orig  
 Victoria, TX, KVCT, RNAV (GPS) RWY 13L, Amdt 1A, CANCELLED  
 Victoria, TX, KVCT, RNAV (GPS) RWY 31, Orig  
 Victoria, TX, KVCT, RNAV (GPS) RWY 31R, Amdt 1A, CANCELLED  
 Victoria, TX, Victoria Rgnl, Takeoff Minimums and Obstacle DP, Amdt 1A  
 Victoria, TX, KVCT, VOR RWY 13, Orig  
 Victoria, TX, KVCT, VOR RWY 13L, Amdt 17A, CANCELLED  
 Victoria, TX, KVCT, VOR RWY 31, Orig  
 Victoria, TX, KVCT, VOR/DME RWY 31R, Amdt 7A, CANCELLED  
 Springfield, VT, KVSF, RNAV (GPS) RWY 5, Amdt 1

*Rescinded:* On July 1, 2021 (86 FR 34941), the FAA published an Amendment in Docket No. 31375 Amdt No. 3961, to Part 97 of the Federal Aviation Regulations under sections 97.33. The following entries for Middlefield, OH, effective August 12, 2021, are hereby rescinded in their entirety:

Middlefield, OH, 7G8, RNAV (GPS) RWY 11, Orig-C  
 Middlefield, OH, 7G8, RNAV (GPS) RWY 29, Orig-C

[FR Doc. 2021-15218 Filed 7-16-21; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31380; Amdt. No. 3966]

#### 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 July 19, 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 July 19, 2021.

**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 [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 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, 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 to Airmen (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, airmen 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.