

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 4, 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 7 August 2025

King Salmon, AK, AKN/PAKN, ILS Y OR LOC Y RWY 12, Amdt 19A  
 King Salmon, AK, AKN/PAKN, LOC BC RWY 30, Amdt 6A  
 King Salmon, AK, AKN/PAKN, VOR Y OR TACAN Y RWY 30, Amdt 12B  
 Chicago, IL, MDW, RNAV (GPS) RWY 4L, Amdt 1B  
 Bethel, ME, 0B1, RNAV (GPS) Z RWY 32, Amdt 1  
 Minneapolis, MN, MIC, RNAV (GPS) RWY 14, Orig-A  
 Lebanon, MO, LBO, RNAV (GPS) RWY 18, Amdt 1  
 Lebanon, MO, LBO, RNAV (GPS) RWY 36, Amdt 1  
 Springfield, MO, SGF, VOR OR TACAN RWY 20, Amdt 19  
 Endicott, NY, CZG, Takeoff Minimums and Obstacle DP, Amdt 4A  
 New York, NY, JFK, RNAV (RNP) Z RWY 22L, Amdt 1C, CANCELED  
 New York, NY, JFK, RNAV (RNP) Z RWY 31L, Amdt 1A, CANCELED  
 New York, NY, JFK, RNAV (RNP) Z RWY 31R, Amdt 1B, CANCELED  
 George West, TX, 8T6, RNAV (GPS) RWY 13, Amdt 1  
 George West, TX, 8T6, Takeoff Minimums and Obstacle DP, Amdt 1  
 George West, TX, 8T6, VOR/DME–A, Amdt 2B, CANCELED  
 Clarksville, VA, W63, RNAV (GPS) RWY 4, Orig  
 Clarksville, VA, W63, RNAV (GPS)–A, Orig, CANCELED  
 Clarksville, VA, W63, RNAV (GPS)–B, Orig–A, CANCELED  
 Staunton/Waynesboro/Harrisonburg, VA, SHD, NDB RWY 5, Amdt 10A, CANCELED

Madison, WI, MSN, Takeoff Minimums and Obstacle DP, Amdt 9

[FR Doc. 2025–13278 Filed 7–15–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31614; Amdt. No. 4174]

#### 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 16, 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 July 16, 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:**

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 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, 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**

Air Traffic Control, Airports, Incorporation by reference, Navigation (Air).

Issued in Washington, DC, on July 4, 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 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
7-Aug-25 .....	FL	Pompano Beach .....	Pompano Beach Airpark .....	5/0702	6/13/2025	RNAV (GPS) RWY 15, Amdt 1A.
7-Aug-25 .....	TX	Galveston .....	Scholes Intl At Galveston .....	5/0770	6/9/2025	ILS OR LOC RWY 14, Amdt 13A.
7-Aug-25 .....	NM	Raton .....	Raton Muni/Crews Fld .....	5/3629	6/13/2025	RNAV (GPS) RWY 25, Orig-C.
7-Aug-25 .....	KY	Covington .....	Cincinnati/Northern Kentucky Intl.	5/3911	6/16/2025	ILS OR LOC RWY 36L, ILS RWY 36L (CAT II), Amdt 2.
7-Aug-25 .....	UT	Ogden .....	Ogden-Hinckley .....	5/4962	6/16/2025	VOR-A, Orig-A.

AIRAC date	State	City	Airport	FDC No.	FDC date	Procedure name
7–Aug–25 .....	AK	Kodiak .....	Kodiak .....	5/6589	6/24/2025	RNAV (GPS) RWY 26, Amdt 3A.

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**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 100**

[Docket No. USCG–2025–0647]

**Special Local Regulation; Charlevoix Venetian Night Boat Parade; Charlevoix, MI**

**AGENCY:** Coast Guard, DHS.  
**ACTION:** Notice of enforcement of regulation.

**SUMMARY:** The Coast Guard will enforce the Charlevoix Venetian Night Boat Parade; Charlevoix, MI special local regulation on the U.S. navigable waters of Round Lake, Charlevoix, MI on July 26, 2025. Enforcement of this regulation is necessary to protect the safety of life and property on these navigable waters prior to, during, and immediately after the Charlevoix Venetian Night Boat Parade. During the enforcement period listed below, entry into, transiting, or anchoring within the regulated area is prohibited unless authorized by the Captain of the Port Northern Great Lakes or a designated representative.

**DATES:** The regulations in 33 CFR 100.908 will be enforced from 9:30 p.m. to 11 p.m. on July 26, 2025.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this notice of enforcement, call or email LT Rebecca Simpson, Chief of Waterways Management, division, U.S. Coast Guard; telephone 906–635–3223, email [ssmprevention@uscg.mil](mailto:ssmprevention@uscg.mil).

**SUPPLEMENTARY INFORMATION:** The Coast Guard will enforce the established special local regulation in 33 CFR 100.908 for the Charlevoix Venetian Night Boat Parade; Charlevoix, MI from 9:30 p.m. to 11 p.m. on July 26, 2025.

In accordance with the requirements in § 100.908, entry into, transiting, or anchoring within the regulated area is prohibited unless authorized by the Captain of the Port (COTP) Northern Great Lakes or a designated representative. Those seeking permission to enter the regulated area may request permission from the COTP Northern Great Lakes or a designated representative. Vessels and persons

granted permission to enter the regulated area must obey all lawful orders or directions of the Captain of the Port Northern Great Lakes or a designated representative. While within the regulated area, all vessels must operate at the minimum speed necessary to maintain a safe course.

In addition to this notice of enforcement in the **Federal Register**, the Coast Guard will provide the maritime community with advance notification of this enforcement period via Broadcast Notice to Mariners or Local Notice to Mariners. If the COTP Northern Great Lakes determines that the regulated area need not be enforced for the full duration stated in this notice, he or she may suspend such enforcement and notify the public of the suspension via Broadcast Notice to Mariners and grant general permission to enter the regulated area.

Dated: July 11, 2025.

**J.R. Bendle,**  
*Captain, U.S. Coast Guard, Captain of the Port Northern Great Lakes.*

[FR Doc. 2025–13292 Filed 7–15–25; 8:45 am]  
**BILLING CODE 9110–04–P**

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 165**

[Docket Number USCG–2025–0657]

**RIN 1625–AA00**

**Safety Zone; Little Potato Slough, Stockton, CA**

**AGENCY:** Coast Guard, DHS.  
**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone for navigable waters within a 100-yard radius of the vessels and machinery conducting operations at the site of the vessel CHALEUR in Little Potato Slough near Stockton, CA. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards created by salvage operations. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port, Sector San Francisco.

**DATES:** This rule is effective without actual notice from July 16, 2025 through 11 p.m. August 14, 2025. For the

purposes of enforcement, actual notice will be used from 1 a.m. July 14, 2025 until July 16, 2025.

**ADDRESSES:** To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG–2025–0657 in the search box and click “Search.” Next, in the Document Type column, select “Supporting & Related Material.”

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this rule, call or email Ensign Saralyn Young, U.S. Coast Guard Sector San Francisco, Waterways Management; telephone 415–399–7443, email [SFWaterways@uscg.mil](mailto:SFWaterways@uscg.mil).

**SUPPLEMENTARY INFORMATION:**

**I. Table of Abbreviations**

CFR Code of Federal Regulations  
 DHS Department of Homeland Security  
 FR Federal Register  
 NPRM Notice of proposed rulemaking  
 § Section  
 U.S.C. United States Code

**II. Background Information and Regulatory History**

The Coast Guard is issuing this temporary rule under the authority in 5 U.S.C. 553(b)(B). This statutory provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” The Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because the vessel CHALEUR is submerged within Little Potato Slough and the Coast Guard, which must oversee salvage operations, did not receive final details of the plan until July 8, 2025. It is impracticable to publish an NPRM because we must establish this safety zone by July 14, 2025.

Also, under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. Delaying the effective date of this rule is impracticable because prompt action is needed to respond to the potential safety hazards associated with the salvage operations to begin on July 14, 2025.