

assessable pistachios. The assessment rate of \$0.0003 is \$0.0004 lower than the rate currently in effect. The volume of assessable pistachios for the 2024–2025 production year is estimated at one billion pounds. Thus, the \$0.0003 per pound of assessable pistachios should provide \$300,000 in assessment income (1,000,000,000 pounds multiplied by \$0.0003 assessment rate). Income derived from handler assessments, along with CPRB management income of approximately \$220,200 and funds from the Committee's authorized reserve of approximately \$436,500, should be adequate to cover budgeted expenses.

The major expenditures recommended by the Committee for the 2024–2025 production year include \$512,900 for salaries and related expenses, \$125,000 for research, \$100,000 for a contingency fund, \$73,500 for administrative expenses, and \$10,000 for compliance expenses. By comparison, budgeted expenses for these activities for the 2023–24 production year were \$631,900, \$125,000, \$200,000, \$76,450, and \$10,000, respectively.

The Committee recommended decreasing the assessment rate to utilize funds from the authorized reserve to cover Committee expenditures and ensure the financial reserve remains in compliance with Order requirements.

Prior to arriving at this budget and assessment rate, the Committee considered alternate potential expenditure levels and the impact of reducing the assessment rate more and/or less than the rate herein. However, the Committee determined that the recommended assessment rate would achieve its goals of both adequately funding Committee operations and reducing the reserve to an appropriate level.

A review of historical information and preliminary information pertaining to the upcoming production year indicates the average producer price for the 2024–2025 season should be approximately \$2 per pound. Therefore, the estimated assessment revenue for the 2024–2025 production year as a percentage of total producer revenue is expected to be about .015 percent (\$0.0003 divided by \$2 multiplied by 100).

This action decreases the assessment obligation imposed on pistachio handlers. Assessments are applied uniformly on all handlers, and some of the cost may be passed on to producers. However, these costs are expected to be offset by the benefits derived by the operation of the Order.

The Committee's meetings are widely publicized throughout the pistachio industry and all interested persons are

invited to attend the meeting and participate in Committee deliberations on all issues. Like all Committee meetings, the April 9, 2024, and July 10, 2024, meetings were public and all entities, both large and small, were able to express views on this issue. Finally, interested persons were invited to submit comments on this rule, including the regulatory and information collection impacts of this action on small businesses.

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35), the Order's information collection requirements have been previously approved by OMB and assigned OMB No. 0581–0215, Pistachios. No changes in those requirements are necessary as a result of this action. Should any changes become necessary, they would be submitted to OMB for approval.

This final rule will not impose any additional reporting or recordkeeping requirements on either small or large pistachio handlers. As with all Federal marketing order programs, reports and forms are periodically reviewed to reduce information requirements and duplication by industry and public sector agencies.

AMS is committed to complying with the E-Government Act, to promote the use of the internet and other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

AMS has not identified any relevant Federal rules that duplicate, overlap, or conflict with this rule.

A proposed rule concerning this action published in the **Federal Register** on October 30, 2024 (89 FR 86287). A 30-day comment period ending November 29, 2024, was provided to all interested persons to respond to the proposal. AMS received three comments regarding this proposal. One comment supported the decreased assessment rate and two comments did not address the merits of the proposed rule. Accordingly, AMS made no changes to the rule as proposed.

A small business guide on complying with fruit, vegetable, and specialty crop marketing agreements and orders may be viewed at: <https://www.ams.usda.gov/rules-regulations/moa/small-businesses>. Any questions about the compliance guide should be sent to Antoinette Carter at the previously mentioned address in the **FOR FURTHER INFORMATION CONTACT** section.

After consideration of all relevant material presented, including the information and recommendations

submitted by the Committee and other available information, AMS has determined that this rule is consistent with and will effectuate the declared policy of the Act.

List of Subjects in 7 CFR Part 983

Marketing agreements, Nuts, Reporting and recordkeeping requirements.

For the reasons set forth in the preamble, the Agricultural Marketing Service amends 7 CFR part 983 as follows:

PART 983—PISTACHIOS GROWN IN CALIFORNIA, ARIZONA, AND NEW MEXICO

■ 1. The authority citation for 7 CFR part 983 continues to read as follows:

Authority: 7 U.S.C. 601–674.

■ 2. Section 983.253 is revised to read as follows:

§ 983.253 Assessment rate.

On and after September 1, 2024, an assessment rate of \$0.0003 per pound is established for California, Arizona, and New Mexico pistachios covered under the Order.

Erin Morris,

Administrator, Agricultural Marketing Service.

[FR Doc. 2025–18179 Filed 9–18–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31625; Amdt. No. 4183]

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 September 19, 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 September 19, 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: Gary W. Petty, 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 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 September 12, 2025.

Gary W. Petty,

Aviation Safety, Flight Standards Service Manager (Acting), Standards Section, Flight Procedures & Airspace Group, Flight Technologies & Procedures Division, 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 30 October 2025

Frankfort, IN, FKR, Takeoff Minimums and Obstacle DP, Orig-A

Effective 27 November 2025

Kiana, AK, IAN/PAIK, RNAV (GPS) RWY 25, Amdt 2

Kiana, AK, IAN/PAIK, RNAV (GPS)-A, Amdt 1

Nenana, AK, ENN/PANN, NDB RWY 4L, Amdt 4

Nenana, AK, ENN/PANN, RNAV (GPS) RWY 4L, Amdt 2

Nenana, AK, ENN/PANN, Takeoff Minimums and Obstacle DP, Amdt 4A

Courtland, AL, 9A4, RNAV (GPS) RWY 13, Amdt 2C

Benton, AR, SUZ, ILS OR LOC RWY 2, Amdt 2

Benton, AR, SUZ, RNAV (GPS) RWY 2, Amdt 2

Benton, AR, SUZ, RNAV (GPS) RWY 20, Amdt 2

North Little Rock, AR, ORK, LOC RWY 5, Amdt 1

North Little Rock, AR, ORK, RNAV (GPS) RWY 5, Amdt 2

North Little Rock, AR, ORK, RNAV (GPS) RWY 35, Amdt 1

Searcy, AR, SRC, ILS OR LOC RWY 1, Amdt 1

Searcy, AR, SRC, RNAV (GPS) RWY 1, Amdt 2

Stuttgart, AR, SGT, ILS OR LOC RWY 36, Amdt 1

Stuttgart, AR, SGT, RNAV (GPS) RWY 36, Amdt 2

Imperial, CA, IPL, RNAV (GPS)-B, Orig Monterey, CA, MRY, RNAV (RNP) Z RWY 28L, Amdt 1, CANCELED

Watsonville, CA, WVI, RNAV (GPS) RWY 2, Amdt 4

Daytona Beach, FL, DAB, RNAV (GPS) RWY 25L, Amdt 1D, CANCELED

Naples, FL, APF, RNAV (GPS) RWY 5, Amdt 2C, CANCELED

Naples, FL, APF, RNAV (GPS) RWY 23, Amdt 1C, CANCELED

Naples, FL, APF, RNAV (GPS)-A, Orig-B, CANCELED

Naples, FL, APF, RNAV (GPS)-B, Orig-B, CANCELED

Orlando, FL, MCO, ILS OR LOC RWY 36L, Orig

Orlando, FL, MCO, RNAV (GPS) RWY 36L, Amdt 4

Pahokee, FL, PHK, VOR/DME-A, Orig-A, CANCELED

Palm Coast, FL, FIN, RNAV (GPS) RWY 6, Amdt 2D

Palm Coast, FL, FIN, RNAV (GPS) RWY 11, Amdt 2B

Palm Coast, FL, FIN, RNAV (GPS) RWY 24, Amdt 1B

Palm Coast, FL, FIN, RNAV (GPS) RWY 29, Amdt 1C

Tampa, FL, TPA, Takeoff Minimums and Obstacle DP, Amdt 10A

Cordele, GA, CKF, RNAV (GPS) RWY 10, Amdt 1C

Nashville, GA, 4J2, RNAV (GPS) RWY 10, Orig-C

Nashville, GA, 4J2, RNAV (GPS) RWY 28, Amdt 1A

Kapolei, HI, JRF/PHJR, RNAV (GPS) RWY 4R, Orig-B

Kapolei, HI, JRF/PHJR, VOR RWY 4R, Amdt 1B

Idaho Falls, ID, IDA, ILS OR LOC RWY 21, Amdt 13

Kankakee, IL, IKK, ILS OR LOC RWY 4, Amdt 9A

Harper, KS, 8K2, RNAV (GPS)-A, Orig-A Bedford, MA, BED, RNAV (GPS) RWY 11, Amdt 3A

Bedford, MA, BED, RNAV (GPS) RWY 23, Amdt 1B

Bedford, MA, BED, RNAV (GPS) Z RWY 29, Amdt 1B, CANCELED

Bedford, MA, BED, RNAV (RNP) Y RWY 11, Amdt 1, CANCELED

Bedford, MA, BED, RNAV (RNP) Y RWY 29, Amdt 1, CANCELED

Iron Mountain Kingsford, MI, IMT, ILS OR LOC RWY 1, Amdt 14A

Iron Mountain Kingsford, MI, IMT, LOC BC RWY 19, Amdt 14, CANCELED

Iron Mountain Kingsford, MI, IMT, RNAV (GPS) RWY 1, Orig-E

Iron Mountain Kingsford, MI, IMT, RNAV (GPS) RWY 19, Amdt 1

Kalamazoo, MI, AZO, ILS OR LOC RWY 35, Amdt 24A

Kalamazoo, MI, AZO, RNAV (GPS) RWY 17, Amdt 1C

Kalamazoo, MI, AZO, RNAV (GPS) RWY 23, Amdt 1A

Kalamazoo, MI, AZO, RNAV (GPS) RWY 35, Amdt 1A

Crookston, MN, CKN, RNAV (GPS) RWY 13, Amdt 1

Crookston, MN, CKN, RNAV (GPS) RWY 31, Amdt 1

Crookston, MN, KCKN, Takeoff Minimums and Obstacle DP, Amdt 3

Crookston, MN, CKN, VOR RWY 13, Amdt 1 Rochester, MN, RST, RADAR-1, Amdt 9, CANCELED

West Plains, MO, KUNO, Takeoff Minimums and Obstacle DP, Amdt 2

Monroe, NC, EQY, ILS OR LOC RWY 5, Amdt 4

Morganton, NC, MRN, RNAV (GPS) RWY 21, Amdt 1C

Rocky Mount, NC, RWI, ILS OR LOC RWY 4, Amdt 17

Rocky Mount, NC, RWI, RNAV (GPS) RWY 4, Amdt 3

Mott, ND, 3P3, RNAV (GPS) RWY 10, Orig Mott, ND, 3P3, RNAV (GPS) RWY 28, Orig Mott, ND, 3P3, Takeoff Minimums and Obstacle DP, Orig

Williston, ND, XWA, VOR RWY 14, Orig-A, CANCELED

Williston, ND, XWA, VOR RWY 22, Orig-A, CANCELED

Williston, ND, XWA, VOR RWY 32, Amdt 1 Columbus, NE, OLU, LOC RWY 14, Amdt 10

Doylestown, PA, DYL, RNAV (GPS) RWY 23, Amdt 2

Doylestown, PA, DYL, VOR-A, Orig, CANCELED

Providence, RI, PVD, VOR/DME RWY 16, Amdt 4F, CANCELED

Providence, RI, PVD, VOR/DME RWY 23, Amdt 6H, CANCELED

Providence, RI, PVD, VOR Y RWY 34, Amdt 5A, CANCELED

Providence, RI, PVD, VOR Z RWY 34, Amdt 6, CANCELED

Aiken, SC, AIK, NDB RWY 25, Amdt 10E, CANCELED

Aiken, SC, AIK, VOR/DME-A, Amdt 1C, CANCELED

Houston, TX, KHOU, Takeoff Minimums and Obstacle DP, Amdt 7B

Kenedy, TX, 2R9, RNAV (GPS) RWY 16, Orig-E

Kenedy, TX, 2R9, RNAV (GPS) RWY 34, Orig-E

San Antonio, TX, SAT, RNAV (GPS) Y RWY 22, Amdt 4

San Antonio, TX, SAT, RNAV (RNP) Z RWY 22, Amdt 3

Snyder, TX, SNK, NDB RWY 35, Amdt 2D, CANCELED

Suffolk, VA, SFQ, RNAV (GPS) RWY 7, Amdt 1C, CANCELED

Suffolk, VA, SFQ, RNAV (GPS) RWY 25, Amdt 1B, CANCELED

Tangier, VA, TGI, VOR/DME-A, Orig, CANCELED

Wakefield, VA, AKQ, NDB RWY 21, Amdt 5A

Wakefield, VA, AKQ, RNAV (GPS) RWY 21, Amdt 2

Wakefield, VA, KAKQ, Takeoff Minimums and Obstacle DP, Amdt 2

Bluefield, WV, KBLF, BLUEFIELD ONE, Graphic DP

Bluefield, WV, BLF, ILS OR LOC RWY 23, Amdt 16

Bluefield, WV, BLF, Takeoff Minimums and Obstacle DP, Amdt 5

[FR Doc. 2025-18150 Filed 9-18-25; 8:45 am]

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

[Docket No. 31626; Amdt. No. 4184]

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 September 19, 2025. The compliance date for each