

FOR FURTHER INFORMATION CONTACT: Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5711.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it amends the Class E airspace extending upward from 700 feet above the surface at Marshall County Airport, Lacon, IL, to support IFR operations at this airport.

History

The FAA published an NPRM for Docket No. FAA-2025-1276 in the **Federal Register** (90 FR 25914; June 18, 2025) proposing to amend the Class E airspace at Lacon, IL. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Incorporation by Reference

Class E airspace designations are published in paragraph 6005 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024, and effective September 15, 2024. These amendments will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11J, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

The Rule

This action amends 14 CFR part 71 by modifying the Class E airspace extending from 700 ft above the surface at Marshall County Airport, Lacon, IL: (1) to within a 7-mile (increased from a 6.3-mile) radius of the Marshall County Airport; (2) by updating the geographic

coordinates of the airport to coincide with the FAA's aeronautical database; and (3) by removing the city associated with the airport in the airspace legal description to comply with changes to FAA Order JO 7400.2R, Procedures for Handling Airspace Matters.

Regulatory Notices and Analyses

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. 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 71

Airspace, Incorporation by reference, Navigation (air).

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 14 CFR 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 7400.11J, Airspace Designations and Reporting

Points, dated July 31, 2024, and effective September 15, 2024, is amended as follows:

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

* * * * *

AGL IL E5 Lacon, IL [Amended]

Marshall County Airport, IL
(Lat. 41°01'08" N, long 089°23'09" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Marshall County Airport.

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Issued in Fort Worth, Texas, on August 6, 2025.

Dallas W. Lantz,
*Acting Manager, Operations Support Group,
ATO Central Service Center.*

[FR Doc. 2025-15101 Filed 8-7-25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31618; Amdt. No. 4177]

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 8, 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 August 8, 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 August 1, 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 4 September 2025

Monticello, IN, MCX, RNAV (GPS) RWY 18, Amdt 1A
Beloit, KS, K61, RNAV (GPS) RWY 17, Amdt 2
Beloit, KS, K61, RNAV (GPS) RWY 35, Orig-B
Beloit, KS, K61, Takeoff Minimums and Obstacle DP, Amdt 2
Elbow Lake, MN, Y63, RNAV (GPS) RWY 14, Amdt 1
Elbow Lake, MN, Y63, RNAV (GPS) RWY 32, Amdt 1
Laconia, NH, LCI, ILS OR LOC RWY 8, Amdt 2B

Culpeper, VA, CJR, LOC RWY 4, Amdt 1
 Louisa, VA, LKU, LOC RWY 27, Amdt 4A
 Louisa, VA, LKU, RNAV (GPS) RWY 9, Amdt 1A
 Louisa, VA, LKU, RNAV (GPS) RWY 27, Amdt 2A

Effective 2 October 2025

Jonesboro, AR, JBR, RNAV (GPS) RWY 31, Amdt 1D
 Santa Barbara, CA, SBA, ILS OR LOC RWY 7, Amdt 7
 Metter, GA, MHP, RNAV (GPS) RWY 10, Amdt 1A
 Metter, GA, MHP, RNAV (GPS) RWY 28, Amdt 1A
 Tamuning, GU, GUM/PGUM, ILS OR LOC RWY 6L, Amdt 4D
 Tamuning, GU, GUM/PGUM, ILS OR LOC RWY 6R, Orig-F
 Tamuning, GU, GUM/PGUM, NDB RWY 24R, Amdt 1C
 Tamuning, GU, GUM/PGUM, RNAV (GPS) Y RWY 6L, Amdt 1D
 Tamuning, GU, GUM/PGUM, RNAV (GPS) Y RWY 6R, Amdt 1E
 Tamuning, GU, GUM/PGUM, RNAV (GPS) Y RWY 24L, Amdt 1E
 Tamuning, GU, GUM/PGUM, RNAV (GPS) Y RWY 24R, Amdt 2C
 Tamuning, GU, GUM/PGUM, RNAV (RNP) Z RWY 6L, Orig-F
 Tamuning, GU, GUM/PGUM, RNAV (RNP) Z RWY 6R, Orig-E
 Tamuning, GU, GUM/PGUM, RNAV (RNP) Z RWY 24L, Orig-G
 Tamuning, GU, GUM/PGUM, RNAV (RNP) Z RWY 24R, Amdt 1C
 Tamuning, GU, GUM/PGUM, Takeoff Minimums and Obstacle DP, Amdt 2A
 Tamuning, GU, GUM/PGUM, VOR OR TACAN RWY 24R, Amdt 1C
 Kahului, HI, OGG/PHOG, ILS Y OR LOC Y RWY 2, Amdt 1
 Kahului, HI, OGG/PHOG, ILS Z OR LOC Z RWY 2, Amdt 27
 Kahului, HI, OGG/PHOG, RNAV (GPS) Y RWY 2, Amdt 4
 Springfield, IL, SPI, ILS OR LOC RWY 22, Amdt 10
 Springfield, IL, SPI, RNAV (GPS) RWY 4, Orig-F
 Springfield, IL, SPI, RNAV (GPS) RWY 31, Orig-B
 Springfield, IL, SPI, VOR RWY 4, Amdt 1
 Springfield, IL, SPI, VOR RWY 22, Amdt 1
 Madison, IN, IMS, RNAV (GPS) RWY 21, Orig-A
 Madison, IN, IMS, RNAV (GPS) Y RWY 3, Orig-B
 Madison, IN, IMS, RNAV (GPS) Z RWY 3, Amdt 2A
 Lawrence, KS, LWC, ILS OR LOC RWY 33, Amdt 1D
 Lawrence, KS, LWC, RNAV (GPS) RWY 15, Orig-E
 Lawrence, KS, LWC, RNAV (GPS) RWY 33, Amdt 1B
 Benton Harbor, MI, BEH, VOR RWY 28, Amdt 19C, CANCELED
 Sparta, MI, 8D4, RNAV (GPS) RWY 7, Orig-C
 Sparta, MI, 8D4, RNAV (GPS) RWY 25, Orig-C
 Poplar Bluff, MO, POF, RNAV (GPS) RWY 18, Orig-D

Ekalaka, MT, 97M, RNAV (GPS) RWY 13, Orig
 Ekalaka, MT, 97M, RNAV (GPS) RWY 31, Orig
 Ekalaka, MT, 97M, Takeoff Minimums and Obstacle DP, Orig
 New York, NY, JFK, RNAV (GPS) RWY 31L, Amdt 2C
 New York, NY, JFK, RNAV (GPS) RWY 31R, Amdt 2D
 Potsdam, NY, PTD, RNAV (GPS) RWY 24, Amdt 1A
 Middletown, OH, MWO, LOC RWY 23, Amdt 7L
 Oklahoma City, OK, PWA, VOR RWY 17L, Amdt 12, CANCELED
 Oklahoma City, OK, PWA, VOR RWY 35R, Amdt 4, CANCELED
 Ponca City, OK, PNC, RNAV (GPS) RWY 35, Amdt 2
 Ponca City, OK, PNC, VOR-A, Amdt 10D
 Klamath Falls, OR, LMT, ILS OR LOC RWY 14, Orig
 Paducah, TX, 3F6, RNAV (GPS) RWY 36, Orig-A
 Sparta, WI, CMY, NDB RWY 29, Amdt 4B, CANCELED
 Sparta, WI, CMY, RNAV (GPS) RWY 29, Amdt 2
 Sparta, WI, CMY, VOR RWY 11, Orig
 [FR Doc. 2025-15136 Filed 8-7-25; 8:45 am]
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DEPARTMENT OF JUSTICE

Drug Enforcement Administration

21 CFR Part 1308

[Docket No. DEA-1390]

Specific Listing for Dipentylone, a Currently Controlled Schedule I Substance

AGENCY: Drug Enforcement Administration, Department of Justice.
ACTION: Final rule.

SUMMARY: The Drug Enforcement Administration (DEA) is establishing a specific listing and DEA Controlled Substances Code Number (drug code) for 1-(1,3-benzodioxol-5-yl)-2-(dimethylamino)pentan-1-one (dipentylone; *N,N*-dimethylpentylone) in schedule I of the Controlled Substances Act (CSA). Although dipentylone is not specifically listed in schedule I of the CSA with its own unique drug code, it is a schedule I controlled substance in the United States because it is a positional isomer of *N*-ethylpentylone (controlled August 31, 2018), which is a schedule I hallucinogen. Therefore, DEA is simply amending the schedule I hallucinogenic substances list in its regulations to separately include dipentylone.

DATES: Effective August 8, 2025.

FOR FURTHER INFORMATION CONTACT: Dr. Terrence L. Boos, Drug and Chemical Evaluation, Diversion Control Division, Drug Enforcement Administration; Telephone: (571) 362-3249. As required by 5 U.S.C. 553(b)(4), a summary of this rule may be found in the docket for this rulemaking at www.regulations.gov.

SUPPLEMENTARY INFORMATION:

Dipentylone Control

Dipentylone (also known as, 1-(1,3-benzodioxol-5-yl)-2-(dimethylamino)pentan-1-one and *N,N*-dimethylpentylone) is a chemical substance that is structurally related to *N*-ethylpentylone (also known as, 1-(1,3-benzodioxol-5-yl)-2-(ethylamino)pentan-1-one). *N*-Ethylpentylone is listed as a hallucinogenic substance in schedule I at 21 CFR 1308.11(d)(86). As stated in subsection 1308.11(d), a listed hallucinogenic substance includes “any of its salts, isomers, and salts of isomers whenever the existence of such salts, isomers, and salts of isomers is possible within the specific chemical designation,” and the term “isomer” includes the “optical, position[al], and geometric isomers.”

When compared to the chemical structure of *N*-ethylpentylone, dipentylone meets the definition of a “positional isomer” in 21 CFR 1300.01(b), which cross-references the term “positional isomer” in 21 CFR 1308.11(d). Both *N*-ethylpentylone and dipentylone possess the same molecular formula and core structure, and they have the same functional groups. They only differ from one another by a rearrangement of an alkyl moiety between functional groups that does not create new chemical functionalities or destroy existing chemical functionalities. Accordingly, under 21 CFR 1308.11(d), dipentylone, as a positional isomer of *N*-ethylpentylone, has been and continues to be a schedule I controlled substance.¹

Legal Authority

This rule is prompted by a letter dated June 6, 2024, in which the Secretariat of the United Nations informed the United States government that dipentylone had

¹ *N*-Ethylpentylone (and its isomers) has been subject to schedule I controls since August 31, 2018, *see* Schedules of Controlled Substances: Temporary Placement of *N*-Ethylpentylone in Schedule I, 83 FR 44474 (Aug. 31, 2018), a one-year extension of that order, *see* Schedules of Controlled Substances: Extension of Temporary Placement of *N*-Ethylpentylone in Schedule I of the Controlled Substances Act, 85 FR 52915 (Aug. 31, 2020), and then permanently placed under schedule I, *see* Schedules of Controlled Substances: Placement of *N*-Ethylpentylone in Schedule I, 86 FR 31427-31429 (June 14, 2021).