

accordance with the Accomplishment Instructions, paragraph 3.C., of RR Service Bulletin (SB) RB.211-72-J803, Revision 2, dated April 1, 2019; paragraph 3.B., Revision 1, dated July 13, 2018; or paragraph 3.B., Original Issue, dated December 7, 2017; or

(2) Before the next engine shop visit after the effective date of this AD, modify the engine upper bifurcation nose fairing assembly in accordance with the Accomplishment Instructions, paragraph 3.D., of RR SB RB.211-72-J803, Revision 2, dated April 1, 2019.

#### (i) Definition

For the purpose of this AD, an “engine shop visit” is defined as the induction of an engine into the shop for maintenance involving the separation of pairs of major mating engine flanges, except that the separation of engine flanges solely for the purposes of transportation without subsequent engine maintenance does not constitute an engine shop visit.

#### (j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in Related Information. You may email your request to: [ANE-AD-AMOC@faa.gov](mailto:ANE-AD-AMOC@faa.gov).

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

#### (k) Related Information

(1) For more information about this AD, contact Scott Stevenson, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7132; fax: (781) 238-7199; email: [Scott.M.Stevenson@faa.gov](mailto:Scott.M.Stevenson@faa.gov).

(2) Refer to European Aviation Safety Agency (EASA) AD 2018-0088, dated April 18, 2018, for more information. You may examine the EASA AD in the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0425.

#### (l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Rolls-Royce plc (RR) Service Bulletin (SB) RB.211-72-J803, Revision 2, dated April 1, 2019.

(ii) RR SB RB.211-72-J803, Revision 1, dated July 13, 2018.

(iii) RR SB RB.211-72-J803, Initial Issue, dated December 7, 2017.

(3) For RR service information identified in this AD, contact Rolls-Royce plc, Corporate

Communications, P.O. Box 31, Derby, England, DE24 8BJ; phone: (+44) 1332 242424; fax: (+44) 1332 249936; email: [http://www.rolls-royce.com/contact/civil\\_team.jsp](http://www.rolls-royce.com/contact/civil_team.jsp); internet: <https://customers.rolls-royce.com/public/rollsroycecare>.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (781) 238-7759.

(5) You may view this service information that is incorporated by reference at 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>.

Issued on November 30, 2020.

**Lance T. Gant,**

*Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2020-26730 Filed 12-3-20; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31343 Amdt. No. 3933]

#### 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 December 4, 2020. 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 December 4, 2020.

**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 Navigation Products, 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 November 27, 2020.

#### Wade Terrell,

*Aviation Safety Manager, Flight Procedures & Airspace Group, Flight Technologies and 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 31 December 2020

Kiana, AK, Bob Baker Memorial, RNAV (GPS) RWY 6, Orig-D, CANCELLED  
Kiana, AK, PAIK, RNAV (GPS) RWY 25, Amdt 1  
Kiana, AK, Bob Baker Memorial, RNAV (GPS)-A, Orig  
Le Mars, IA, KLRJ, RNAV (GPS) RWY 18, Amdt 2  
Le Mars, IA, KLRJ, RNAV (GPS) RWY 36, Amdt 1C  
Le Mars, IA, Le Mars Muni, Takeoff Minimums and Obstacle DP, Amdt 3  
Waverly, IA, C25, RNAV (GPS) RWY 11, Orig

Waverly, IA, C25, RNAV (GPS) RWY 29, Orig  
Waverly, IA, Waverly Muni, Takeoff Minimums and Obstacle DP, Amdt 1  
Waverly, IA, Waverly Muni, VOR-A, Amdt 4, CANCELLED  
Churchville, MD, 0W3, RNAV (GPS)-B, Orig-B  
Laconia, NH, KLCI, ILS OR LOC RWY 8, Amdt 2  
New York, NY, JFK, ILS OR LOC RWY 22L, ILS RWY 22L (CAT II), ILS RWY 22L (CAT III), Amdt 26  
New York, NY, JFK, ILS OR LOC RWY 22R, Amdt 4  
Clarion, PA, KAXQ, RNAV (GPS) RWY 6, Amdt 1B  
Clarion, PA, KAXQ, RNAV (GPS) RWY 24, Amdt 1C  
Amarillo, TX, Rick Husband Amarillo Intl, RADAR-1, Amdt 16A  
Midland, TX, Midland Intl Air and Space Port, RADAR-1, Amdt 7A  
Sinton, TX, T69, RNAV (GPS) RWY 14, Orig-B  
Sinton, TX, T69, RNAV (GPS) RWY 32, Orig-B  
Sinton, TX, T69, VOR RWY 14, Amdt 1C  
Kenosha, WI, KENW, RNAV (GPS) RWY 7L, Amdt 1  
Kenosha, WI, KENW, RNAV (GPS) RWY 25R, Amdt 1  
Kenosha, WI, Kenosha Rgnl, Takeoff Minimums and Obstacle DP, Amdt 1  
Cody, WY, KCOD, RNAV (GPS) RWY 4, Amdt 1  
Cody, WY, KCOD, RNAV (GPS) RWY 22, Amdt 3

*Rescinded:* On November 02, 2020 (85 FR 69149), the FAA published an Amendment in Docket No. 31337 Amdt No. 3927, to Part 97 of the Federal Aviation Regulations under section 97.23, and 97.37. The following entries for King Salmon, AK, Bardstown, KY, and Campbellsville, KY, effective December 31, 2020, are hereby rescinded in their entirety:

King Salmon, AK, King Salmon, Takeoff Minimums and Obstacle DP, Amdt 2  
Bardstown, KY, Samuels Field, VOR RWY 3, Amdt 1, CANCELLED  
Campbellsville, KY, Taylor County, VOR/DME-A, Amdt 7, CANCELLED

*Rescinded:* On November 13, 2020 (85 FR 72560), the FAA published an Amendment in Docket No. 31339 Amdt No. 3929, to Part 97 of the Federal Aviation Regulations under section 97.25, 97.23, and 97.33. The following entries for Elizabethtown, KY, Louisville, KY, and Petersburg, WV, effective December 31, 2020, are hereby rescinded in their entirety:

Elizabethtown, KY, KEKX, RNAV (GPS) RWY 5, Amdt 1  
Elizabethtown, KY, KEKX, RNAV (GPS) RWY 23, Orig-B  
Elizabethtown, KY, Addington Field, VOR-A, Amdt 3A, CANCELLED  
Louisville, KY, KSDF, LOC RWY 29, Amdt 1A  
Petersburg, WV, W99, RNAV (GPS) Y RWY 31, Orig-B  
Petersburg, WV, W99, RNAV (GPS) Z RWY 31, Orig-B

*Rescinded:* On November 24, 2020 (85 FR 74860), the FAA published an Amendment in Docket No. 31341 Amdt No. 3931, to Part

97 of the Federal Aviation Regulations under section 97.23, 97.27, and 97.33. The following entries for Courtland, AL, Bentonville, AR, Orlando, FL, Mc Rae, GA, Marion, IL, Memphis, TN, and Millington, TN, effective December 31, 2020, are hereby rescinded in their entirety:

Courtland, AL, Courtland, VOR RWY 13, Amdt 1B, CANCELLED  
Bentonville, AR, Bentonville Muni/Louise M Thaden Field, VOR-A, Amdt 14, CANCELLED  
Orlando, FL, Kissimmee Gateway, VOR/DME-A, Amdt 1, CANCELLED  
Mc Rae, GA, Telfair-Wheeler, NDB RWY 21, Amdt 10A, CANCELLED  
Marion, IL, KMWA, RNAV (GPS) RWY 2, Amdt 1D  
Marion, IL, KMWA, RNAV (GPS) RWY 20, Amdt 1D  
Memphis, TN, General Dewitt Spain, VOR RWY 17, Orig-B, CANCELLED  
Millington, TN, Charles W Baker, VOR RWY 18, Amdt 2A, CANCELLED

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31344; Amdt. No. 3934]

#### 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 December 4, 2020. 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 December 4, 2020.

**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 Navigation Products, 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