

AIRAC Date	State	City	Airport	FDC No.	FDC DI	Subject
1-Dec-22 ....	MT	Great Falls .....	Great Falls Intl .....	2/0727	10/4/22	ILS OR LOC RWY 3, Amdt 5C.
1-Dec-22 ....	MT	Great Falls .....	Great Falls Intl .....	2/0729	10/4/22	RNAV (GPS) Y RWY 3, Amdt 3C.
1-Dec-22 ....	MT	Great Falls .....	Great Falls Intl .....	2/0731	10/4/22	RNAV (GPS) RWY 17, Orig.
1-Dec-22 ....	MT	Great Falls .....	Great Falls Intl .....	2/0732	10/4/22	RNAV (GPS) RWY 35, Orig.
1-Dec-22 ....	MT	Great Falls .....	Great Falls Intl .....	2/0742	10/4/22	RNAV (GPS) Y RWY 21, Orig-C.
1-Dec-22 ....	MT	Great Falls .....	Great Falls Intl .....	2/0743	10/4/22	VOR RWY 21, Amdt 10.
1-Dec-22 ....	IA	Vinton .....	Vinton Veterans Meml Airpark.	2/2319	9/26/22	RNAV (GPS) RWY 27, Orig.
1-Dec-22 ....	IA	Vinton .....	Vinton Veterans Meml Airpark.	2/2320	9/26/22	RNAV (GPS) RWY 9, Orig.
1-Dec-22 ....	VT	Burlington .....	Burlington Intl .....	2/2692	9/19/22	ILS OR LOC/DME RWY 33, Amdt 1C.
1-Dec-22 ....	IA	Davenport .....	Davenport Muni .....	2/3565	8/22/22	RNAV (GPS) RWY 21, Amdt 1F.
1-Dec-22 ....	CA	San Bernardino .....	San Bernardino Intl .....	2/5618	10/6/22	ILS OR LOC Z RWY 6, Amdt 3.
1-Dec-22 ....	CA	San Bernardino .....	San Bernardino Intl .....	2/5619	10/6/22	LOC Y RWY 6, Amdt 1.

[FR Doc. 2022-24928 Filed 11-15-22; 8:45 am]  
 BILLING CODE 4910-13-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 31454; Amdt. No. 4031]

**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 November 16, 2022. 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 November 16, 2022.

**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 [fr.inspection@nara.gov](mailto:fr.inspection@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 October 14, 2022.

**Thomas J Nichols,**

*Aviation Safety, Flight Standards Service, Manager, Standards Section, Flight Procedures & Airspace Group, Flight Technologies & 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 1 December 2022*

Winter Haven, FL, KGIF, RNAV (GPS) RWY 5, Amdt 1F

Winter Haven, FL, KGIF, RNAV (GPS) RWY 11, Orig-C

Winter Haven, FL, KGIF, VOR–A, Amdt 7C

##### *Effective 29 December 2022*

Healy, AK, Healy River, HEALY TWO, Graphic DP

Healy, AK, PAHV, RNAV (GPS) RWY 15, Amdt 1

Healy, AK, PAHV, RNAV (GPS)-A, Amdt 1

Sitka, AK, PASI, LDA RWY 11, Amdt 16

Carlisle, AR, 4M3, VOR RWY 9, Amdt 2D, CANCELLED

Washington, DC, KHEF, RNAV (GPS) RWY 16L, Amdt 2

Washington, DC, KHEF, RNAV (GPS) RWY 16R, Amdt 2

Miami, FL, KMIA, ILS OR LOC RWY 9, Amdt 11A

Pensacola, FL, KPNS, VOR RWY 8, Amdt 4D

Atlanta, GA, KCCO, ILS OR LOC RWY 33, Amdt 1

Lafayette, GA, 9A5, RNAV (GPS) RWY 2, Amdt 3

Lafayette, GA, 9A5, RNAV (GPS) RWY 20, Amdt 3

Statesboro, GA, KTBR, ILS OR LOC RWY 32, Amdt 4

Statesboro, GA, KTBR, RNAV (GPS) RWY 14, Orig

Statesboro, GA, KTBR, RNAV (GPS) RWY 32, Amdt 4

Bloomfield, IA, 4K6, NDB RWY 36, Amdt 3B, CANCELLED

Bloomington/Normal, IL, KBMI, ILS OR LOC RWY 2, Orig-E

Bloomington/Normal, IL, KBMI, ILS OR LOC RWY 20, ILS RWY 20 (CAT II), Amdt 3C

Bloomington/Normal, IL, KBMI, ILS OR LOC RWY 29, Amdt 11C

Bloomington/Normal, IL, KBMI, LOC BC RWY 11, Amdt 12

Prestonsburg, KY, Big Sandy Rgnl, Takeoff Minimums and Obstacle DP, Amdt 2

Nantucket, MA, KACK, Takeoff Minimums and Obstacle DP, Amdt 4

Sturgis, MI, KIRS, NDB RWY 19, Amdt 6A

Sturgis, MI, KIRS, RNAV (GPS) RWY 1, Orig-B

Sturgis, MI, KIRS, RNAV (GPS) RWY 19, Amdt 1C

Sturgis, MI, KIRS, Takeoff Minimums and Obstacle DP, Amdt 4A

Austin, MN, KAUM, VOR RWY 17, Amdt 3, CANCELLED

Louisville, MS, KLMS, RNAV (GPS) RWY 17, Amdt 3

Louisville, MS, KLMS, RNAV (GPS) RWY 35, Amdt 3

Louisville, MS, KLMS, Takeoff Minimums and Obstacle DP, Amdt 3

Billings, MT, KBIL, RNAV (GPS) RWY 25, Amdt 2C

Lincoln, NE, KLNK, ILS Y OR LOC Y RWY 36, Amdt 11L

Teterboro, NJ, KTEB, VOR RWY 24, Orig-F, CANCELLED

Teterboro, NJ, KTEB, VOR/DME RWY 6, Orig-F, CANCELLED

Teterboro, NJ, KTEB, VOR/DME–B, Amdt 2F, CANCELLED

Vineland, NJ, 29N, Takeoff Minimums and Obstacle DP, Amdt 1A, CANCELLED

Vineland, NJ, 29N, VOR OR GPS–B, Orig-A, CANCELLED

Lancaster, NY, KBQR, RNAV (GPS) RWY 9, Orig

Lancaster, NY, KBQR, RNAV (GPS) RWY 27, Orig

Lancaster, NY, KBQR, Takeoff Minimums and Obstacle DP, Orig

New York, NY, KJFK, ILS OR LOC RWY 4L, Amdt 11E

New York, NY, KJFK, ILS OR LOC RWY 13L, ILS RWY 13L (CAT II), Amdt 18D

Van Wert, OH, KVNW, RNAV (GPS) RWY 9, Orig-A

Van Wert, OH, KVNW, RNAV (GPS) RWY 27, Orig-A

Sterling, PA, 70N, RNAV (GPS)-A, Amdt 1A, CANCELLED

Sterling, PA, 70N, Takeoff Minimums and Obstacle DP, Amdt 1, CANCELLED

Sterling, PA, 70N, VOR/DME–B, Orig, CANCELLED

Anderson, SC, KAND, ILS OR LOC RWY 5, Amdt 2

Anderson, SC, KAND, RNAV (GPS) RWY 5, Amdt 2

Anderson, SC, KAND, RNAV (GPS) RWY 23, Amdt 3

Greenwood, SC, KGRD, VOR RWY 9, Amdt 14, CANCELLED

Newberry, SC, KEOE, NDB RWY 22, Amdt 6D

Madisonville, TN, KMNV, RNAV (GPS) RWY 5, Amdt 2D

El Paso, TX, KERP, ILS OR LOC RWY 22, Amdt 33

El Paso, TX, KERP, RNAV (GPS) Y RWY 22, Amdt 1

Greenville, TX, KGVV, ILS Y OR LOC Y RWY 17, Amdt 1B

Greenville, TX, KGVV, ILS Z OR LOC Z RWY 17, Amdt 9

Greenville, TX, KGVV, TACAN RWY 17, Orig-C

Sulphur Springs, TX, KSLR, VOR–B, Amdt 7A, CANCELLED

Port Angeles, WA, KNOW, COPTER NDB 242, Amdt 1A, CANCELLED

Appleton, WI, KATW, RNAV (GPS) RWY 21, Amdt 2E

Medford, WI, KMDZ, RNAV (GPS) RWY 27, Amdt 1A

Merrill, WI, KRRL, RNAV (GPS) RWY 7, Amdt 1D

Merrill, WI, KRRL, RNAV (GPS) RWY 25,  
Amdt 1C  
Afton, WY, KAFO, RNAV (GPS) RWY 34,  
Amdt 4

[FR Doc. 2022-24927 Filed 11-15-22; 8:45 am]

BILLING CODE 4910-13-P

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[EPA-R06-OAR-2021-0837; FRL-10029-02-R6]

#### Air Plan Approval; New Mexico; Clean Air Act Requirements for Nonattainment New Source Review Permitting for the 2015 8-Hour Ozone National Ambient Air Quality Standards

**AGENCY:** Environmental Protection  
Agency (EPA).

**ACTION:** Final rule.

**SUMMARY:** Pursuant to the Federal Clean Air Act (CAA or the Act), the Environmental Protection Agency (EPA) is approving revisions to the New Mexico State Implementation Plan (SIP) submitted by the State of New Mexico on August 10, 2021, that update the New Mexico Nonattainment New Source Review (NNSR) permitting program for the 2015 8-hour ozone National Ambient Air Quality Standards (NAAQS).

**DATES:** This rule is effective on December 16, 2022.

**ADDRESSES:** The EPA has established a docket for this action under Docket ID No. EPA-R06-OAR-2021-0837. All documents in the docket are listed on the <https://www.regulations.gov> website. Although listed in the index, some information is not publicly available, e.g., Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet. Publicly available docket materials are available electronically through <https://www.regulations.gov>.

**FOR FURTHER INFORMATION CONTACT:** Adina Wiley, EPA Region 6 Office, Air Permit Section (ARPE), 214-665-2115, [wiley.adina@epa.gov](mailto:wiley.adina@epa.gov). Out of an abundance of caution for members of the public and our staff, the EPA Region 6 office may be closed to the public to reduce the risk of transmitting COVID-19. Please call or email the contact listed above if you need alternative access to material indexed but not provided in the docket.

**SUPPLEMENTARY INFORMATION:** Throughout this document “we,” “us,” and “our” means the EPA.

### I. Background

The background for this action is discussed in detail in our August 19, 2022, proposal (87 FR 51041). In that document we proposed to approve revisions to the New Mexico SIP adopted on July 21, 2021, that update the New Mexico NNSR permitting requirements to maintain consistency with the Federal NNSR program requirements. We also proposed to find that the New Mexico SIP includes the necessary provisions addressing CAA NNSR requirements for ozone nonattainment areas classified as Marginal.

We received two anonymous comments supporting our proposed approval. Both anonymous comments referenced the reduced overall emissions and favorable impact of the proposed rule for environmental justice purposes. The EPA appreciates the support of the commenters. We are making no changes to our proposed rule because of these comments.

### II. Final Action

Pursuant to section 110 and part D of the Act, we are approving the submitted revisions to the New Mexico SIP that update the NNSR permitting requirements to maintain consistency with the Federal NNSR program requirements and address the 2015 ozone NAAQS requirements for nonattainment permitting. Specifically, we are approving the following revisions to the New Mexico SIP adopted on July 21, 2021, effective August 21, 2021:

- Revisions to 20.2.79.5 NMAC—Effective Date,
- Revisions to 20.2.79.7 NMAC—Definitions,
- Revisions to 20.2.79.9 NMAC—Documents,
- Revisions to 20.2.79.109 NMAC—Applicability,
- Revisions to 20.2.79.115 NMAC—Emission Offsets,
- Revisions to 20.2.79.119 NMAC—Tables, and
- Revisions to 20.2.79.120 NMAC—Actuals Plantwide Applicability Limits (PALs).

### III. Incorporation by Reference

In this rule, the EPA is finalizing regulatory text that includes incorporation by reference. In accordance with requirements of 1 CFR 51.5, the EPA is finalizing the incorporation by reference the revisions to the New Mexico regulations as

described in Section II of this preamble, Final Action. The EPA has made, and will continue to make, these materials generally available through [www.regulations.gov](http://www.regulations.gov) (please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section of this preamble for more information). Therefore, these materials have been approved by EPA for inclusion in the SIP, have been incorporated by reference by EPA into that plan, are fully federally enforceable under sections 110 and 113 of the CAA as of the effective date of the final rulemaking of EPA’s approval, and will be incorporated by reference in the next update to the SIP compilation.

### IV. Statutory and Executive Order Reviews

Under the Clean Air Act, the Administrator is required to approve a SIP submission that complies with the provisions of the Act and applicable Federal regulations. 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, the EPA’s role is to approve state choices, provided that they meet the criteria of the Clean Air Act. Accordingly, this action merely approves state law as meeting Federal requirements and does not impose additional requirements beyond those imposed by state law. For that reason, this action:

- Is not a “significant regulatory action” subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);
- Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- Is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
- Does not contain any unfunded mandate or significantly or uniquely affect small governments, described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4);
- Does not have federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
- Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);
- Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);
- Is not subject to requirements of section 12(d) of the National