

(4) This AD does not adopt the provisions specified in paragraphs (4) of EASA AD 2023–0138.

(5) This AD does not adopt the “Remarks” section of EASA AD 2023–0138.

(i) Provisions for Alternative Actions and Intervals

After the existing maintenance or inspection program has been revised as required by paragraph (g) of this AD, no alternative actions (e.g., inspections), and intervals are allowed unless they are approved as specified in the provisions of the “Ref. Publications” section of EASA AD 2023–0138.

(j) Terminating Action for Certain Tasks Required by AD 2023–04–06

Accomplishing the actions required by this AD terminates the corresponding requirements of AD 2023–04–06 for the tasks identified in the service information referenced in EASA AD 2023–0138 only.

(k) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, International Validation 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 responsible Flight Standards Office, as appropriate. If sending information directly to the International Validation Branch, send it to the attention of the person identified in paragraph (l) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. 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.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or EASA; or Airbus SAS’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(l) Additional Information

For more information about this AD, contact Timothy Dowling, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 206–231–3367; email Timothy.P.Dowling@faa.gov.

(m) 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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2023–0138, dated July 13, 2023.

(ii) [Reserved]

(3) For EASA AD 2023–0138, contact EASA, Konrad-Adenauer-Ufer 3, 50668

Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; website easa.europa.eu. You may find this EASA AD on the EASA website at ad.easa.europa.eu.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(5) You may view this material at 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.

Issued on February 16, 2024.

Victor Wicklund,

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

[FR Doc. 2024–05492 Filed 3–15–24; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31535; Amdt. No. 4103]

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 March 18, 2024. 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 March 18, 2024.

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:

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., 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 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 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 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 Air Missions (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), 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 March 1, 2024.

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, 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 18 April 2024

Russellville, AR, RUE, RNAV (GPS) RWY 25, Orig-D
Daytona Beach, FL, DAB, RNAV (GPS) RWY 34, Amdt 2G
Ruidoso, NM, SRR, ILS OR LOC RWY 24, Amdt 1
Ruidoso, NM, SRR, RNAV (GPS) RWY 24, Amdt 1
Houston, TX, CXO, RNAV (GPS) RWY 19, Orig-B

Effective 16 May 2024

Talkeetna, AK, TKA/PATK, VOR–A, Amdt 11, CANCELED
Auburn, AL, AUO, ILS OR LOC RWY 36, Amdt 4
Gulf Shores, AL, JKA, RNAV (GPS) RWY 9, Amdt 3C

Montgomery, AL, MGM, RADAR 1, Amdt 9A, CANCELED
Oxnard, CA, OXR, ILS OR LOC RWY 25, Amdt 14
Meeker, CO, EEO, RNAV (GPS) RWY 3, Amdt 4
Meeker, CO, EEO, RNAV (GPS)–B, Amdt 1
Meeker, CO, EEO, VOR–A, Amdt 2
Rangely, CO, 4V0, RNAV (GPS) RWY 25, Orig-A
Cedartown, GA, 4A4, VOR–A, Orig
Fort Stewart (Hinesville), GA, LHW, NDB RWY 33R, Orig-E, CANCELED
Indianapolis, IN, KUMP, Takeoff Minimums and Obstacle DP, Amdt 4
Georgetown, KY, 27K, VOR RWY 3, Amdt 1B, CANCELED
Fitchburg, MA, KFIT, Takeoff Minimums and Obstacle DP, Amdt 6A
Stow, MA, 6B6, RNAV (GPS) RWY 21, Orig-F
Litchfield, MN, KLJF, VOR–A, Amdt 2A, CANCELED
Kinston, NC, ISO, RNAV (GPS) RWY 5, Amdt 3B
Columbus, NE, OLU, VOR RWY 14, Amdt 14F, CANCELED
Teterboro, NJ, KTEB, COPTER ILS Y OR LOC Y RWY 6, Amdt 3
Teterboro, NJ, KTEB, ILS Z OR LOC Z RWY 6, Amdt 31
Teterboro, NJ, KTEB, RNAV (GPS) Y RWY 6, Amdt 4
Albany, NY, ALB, RNAV (GPS) RWY 28, Amdt 1
Port Clinton, OH, PCW, NDB RWY 27, Amdt 14B, CANCELED
Wilmington, OH, ILN, ILS OR LOC RWY 4R, Orig-D, CANCELED
Wilmington, OH, ILN, ILS OR LOC RWY 22L, ILS RWY 22L (SA CAT I), ILS RWY 22L (CAT II), Orig-D, CANCELED
Millington, TN, 2M8, RNAV (GPS) RWY 36, Orig-C
Denton, TX, DTO, RNAV (GPS) RWY 36L, Orig-B
Denton, TX, DTO, RNAV (GPS) RWY 36R, Orig-A
Huntsville, TX, KUTS, Takeoff Minimums and Obstacle DP, Amdt 1
Sherman/Denison, TX, GYI, ILS OR LOC RWY 18L, Amdt 3
Sherman/Denison, TX, GYI, RNAV (GPS) RWY 18L, Amdt 1
Sherman/Denison, TX, GYI, RNAV (GPS) RWY 36R, Amdt 1
Sherman/Denison, TX, GYI, Takeoff Minimums and Obstacle DP, Amdt 1A
Sherman/Denison, TX, GYI, VOR–A, Amdt 2
Stafford, VA, RMN, ILS OR LOC RWY 33, Amdt 1
Stafford, VA, RMN, RNAV (GPS) RWY 33, Amdt 2
Stafford, VA, KRMN, Takeoff Minimums and Obstacle DP, Amdt 2
Auburn, WA, S50, BLAKO ONE, Graphic DP, CANCELED
Auburn, WA, S50, RNAV (GPS) RWY 35, Orig
Auburn, WA, S50, RNAV (GPS)–A, Amdt 2
Auburn, WA, S50, Takeoff Minimums and Obstacle DP, Amdt 2
Auburn, WA, S50, VAMPS ONE, Graphic DP
[FR Doc. 2024–05538 Filed 3–15–24; 8:45 am]

BILLING CODE 4910–13–P