

The Rule

This action amends 14 CFR part 71 by amending VOR Federal Airway V-4 in the vicinity of Burley, ID. The FAA is taking this action to update one of the radials used in the airway description. During a review of VOR Federal Airway V-4, the FAA discovered that V-4 was established without the accuracy of the Terminal Area Route Generation and Traffic Simulation software tool used today. Because of this, there is a one-degree discrepancy in the airway description. The current airway description for V-4 includes the intersection of the Boise, ID, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) 130° and the Burley, ID, Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME) 292° radials (ALKAL, Fix). The ALKAL Fix has been reviewed and is located at the intersection of the Boise VORTAC 130° and the Burley VOR/DME 293° radials. This action corrects the Burley VOR/DME radial used for defining the ALKAL Fix. The amendment is described below.

V-4: V-4 currently extends between the Tatoosh, WA, VORTAC and the Armel, VA, VOR/DME and includes the intersection of the INT Boise 130° and Burley, ID, 292° radials (ALKAL, Fix). This rule changes the component radials that makeup the ALKAL Fix to the intersection of the Boise VORTAC 130° and Burley VOR/DME 293° radials.

The radials in the V-4 airway description are listed in degrees True north.

This action is an administrative change and does not affect the operating requirements, therefore, notice and public procedure under 5 U.S.C. 553(b) is unnecessary.

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 of amending Federal Airway V-4 in the vicinity of Burley, ID qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*) and its implementing regulations at 40 CFR part 1500, and in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 5-6-5a, which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D and E Airspace Areas; Air Traffic Service Routes; and Reporting Points); and paragraph 5-6.5.k., which categorically excludes from further environmental review the publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. As such, this action is not expected to result in any potentially significant environmental impacts. In accordance with FAA Order 1050.1f, paragraph 5-2 regarding Extraordinary Circumstances, the FAA has reviewed this action for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. Accordingly, the FAA has determined that no extraordinary circumstances exist that warrant prepared of an environmental impact statement.

Lists of Subjects in 14 CFR Part 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 7400.11H,

Airspace Designations and Reporting Points, dated August 11, 2023, and effective September 15, 2023, is amended as follows:

Paragraph 6010(a) Domestic VOR Federal Airways

* * * * *

V-4 [Amended]

From Tatoosh, WA; INT of Tatoosh 102° and Seattle, WA, 329° radials; Seattle; Yakima, WA; Pendleton, OR; Baker, OR; Boise, ID; INT Boise 130° and Burley, ID, 293° radials; Burley; Malad City, ID; Rock Springs, WY; Cherokee, WY; Laramie, WY; Gill, CO; Thurman, CO; Goodland, KS; Hill City, KS; Salina, KS; Topeka, KS; Kansas City, MO; Hallsville, MO; St. Louis, MO; Troy, IL; Centralia, IL; Pocket City, IN; Louisville, KY; to Lexington, KY. From Charleston, WV; Elkins, WV; Kessel, WV; INT Kessel 097° and Armel, VA, 292° radials; to Armel.

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Issued in Washington, DC, on June 24, 2024.

Frank Lias,

Manager, Rules and Regulations Group.

[FR Doc. 2024-14125 Filed 6-28-24; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31553; Amdt. No. 4119]

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 July 1, 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 July 1, 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 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 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), 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 June 21, 2024.

Thomas J. Nichols,

Manager, Aviation Safety, Flight Standards Service, 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 8 August 2024

Somerville, NJ, SMQ, RNAV (GPS) RWY 12, Orig–D
Lebanon, OH, I68, RNAV (GPS) RWY 1, Amdt 3A
Milbank, SD, 1D1, RNAV (GPS) RWY 31, Orig–C
Milbank, SD, 1D1, Takeoff Minimums and Obstacle DP, Orig–A

Effective 5 September 2024

Gambell, AK, PAGM, NDB RWY 16, Amdt 1B, CANCELED

Gambell, AK, PAGM, NDB/DME RWY 34, Amdt 2B, CANCELED

Gambell, AK, PAGM, VOR-A, Orig New Stuyahok, AK, PANW, Takeoff Minimums and Obstacle DP, Amdt 1B

Nondalton, AK, PANO, DUMZU ONE, Graphic DP

Nondalton, AK, 5NN/PANO, ILIAMNA TWO, Graphic DP, CANCELED

Nondalton, AK, 5NN/PANO, RNAV (GPS) RWY 2, Amdt 2

Nondalton, AK, PANO, Takeoff Minimums and Obstacle DP, Amdt 1

Burbank, CA, BUR, RNAV (GPS)-A, Orig-A, CANCELED

Davis, CA, EDU, RNAV (GPS) RWY 17, Amdt 1

Davis, CA, EDU, RNAV (GPS) RWY 35, Orig

Hollister, CA, CVH, RNAV (GPS) RWY 13, Orig

Hollister, CA, CVH, RNAV (GPS) RWY 31, Amdt 2

Oakdale, CA, O27, VOR-A, Amdt 1, CANCELED

Oceanside, CA, OKB, VOR-A, Amdt 4

San Jose, CA, KRHV, HENCE ONE, Graphic DP

San Jose, CA, KRHV, Takeoff Minimums and Obstacle DP, Amdt 1

Victorville, CA, VCV, RNAV (GPS) RWY 3, Orig

Middletown, DE, EVY, NDB-A, Amdt 8C, CANCELED

Marathon, FL, MTH, NDB-A, Orig-B, CANCELED

Jefferson, GA, JCA, VOR RWY 35, Amdt 4

Thomasville, GA, TVI, ILS OR LOC RWY 22, Amdt 2, CANCELED

Waynesboro, GA, BXG, RNAV (GPS) RWY 8, Amdt 1

Waynesboro, GA, BXG, RNAV (GPS) RWY 26, Amdt 1

Waynesboro, GA, KBXG, Takeoff Minimums and Obstacle DP, Amdt 1

Jerome, ID, JER, RNAV (GPS) RWY 27, Amdt 2

Chicago/Prospect Heights/Wheeling, IL, PWK, RNAV (GPS) RWY 30, Amdt 1

Chicago/Rockford, IL, KRFD, RADAR-1, Amdt 11

Columbus, IN, BAK, RNAV (GPS) RWY 32, Amdt 1A

Knox, IN, OXI, RNAV (GPS) RWY 18, Amdt 1

Prestonsburg, KY, SJS, RNAV (GPS) RWY 3, Amdt 2A

Sault Ste Marie, MI, CIU, RNAV (GPS) RWY 16, Amdt 2

Traverse City, MI, TVC, ILS OR LOC RWY 10, Orig-A

St Louis, MO, KSTL, Takeoff Minimums and Obstacle DP, Amdt 4

Reidsville, NC, SIF, NDB RWY 31, Amdt 5C, CANCELED

Reidsville, NC, SIF, VOR-A, Amdt 10

Fairmont, NE, FMZ, NDB RWY 17, Amdt 2A

Fairmont, NE, FMZ, NDB RWY 35, Amdt 3A

Fairmont, NE, FMZ, RNAV (GPS) RWY 17, Amdt 1B

Fairmont, NE, FMZ, RNAV (GPS) RWY 35, Amdt 1B

Fairmont, NE, KFMZ, Takeoff Minimums and Obstacle DP, Amdt 2

Hastings, NE, HSI, RNAV (GPS) RWY 4, Amdt 1

Hastings, NE, HSI, VOR RWY 14, Amdt 17, CANCELED

Hastings, NE, HSI, VOR RWY 32, Amdt 14B, CANCELED

Ogallala, NE, OGA, VOR RWY 26, Amdt 2

Red Cloud, NE, 7V7, RNAV (GPS) RWY 16, Amdt 1

Red Cloud, NE, 7V7, RNAV (GPS) RWY 34, Amdt 1

Willoughby, OH, LNN, NDB RWY 10, Amdt 10B, CANCELED

Walterboro, SC, KRBW, Takeoff Minimums and Obstacle DP, Amdt 2A

Mountain City, TN, 6A4, RNAV (GPS) RWY 7, Amdt 1

Mountain City, TN, 6A4, RNAV (GPS) RWY 25, Orig-C

Mountain City, TN, 6A4, Takeoff Minimums and Obstacle DP, Amdt 1A

Gilmer, TX, JXI, RNAV (GPS) RWY 36, Amdt 1

Lubbock, TX, LBB, VOR-A, Amdt 6D, CANCELED

Lubbock, TX, LBB, VOR/DME OR TACAN RWY 26, Amdt 11B, CANCELED

Mason, TX, T92, VOR-A, Amdt 4B, CANCELED

San Angelo, TX, SJT, RNAV (GPS) RWY 36, Orig-A

Franklin, VA, FKN, RNAV (GPS) RWY 9, Amdt 1D

Franklin, VA, FKN, RNAV (GPS) RWY 27, Amdt 2

Roanoke, VA, ROA, ILS OR LOC RWY 34, Amdt 15

Roanoke, VA, ROA, LDA Y RWY 6, Amdt 13

Roanoke, VA, ROA, LDA Z RWY 6, Amdt 1

Roanoke, VA, ROA, RNAV (GPS) Y RWY 6, Amdt 3B

Roanoke, VA, ROA, VOR/DME-A, Amdt 7B, CANCELED

La Crosse, WI, LSE, ILS OR LOC RWY 18, Amdt 23

La Crosse, WI, LSE, RNAV (GPS) RWY 18, Amdt 1

Reedsburg, WI, C35, RNAV (GPS) RWY 36, Amdt 1A

Evanston, WY, EVW, VOR/DME RWY 5, Orig-A, CANCELED

[FR Doc. 2024-14280 Filed 6-28-24; 8:45 am]

BILLING CODE 4910-13-P**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 97****[Docket No. 31554; Amdt. No. 4120]****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 July 1, 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 July 1, 2024.

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 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 online 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,