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Issued on August 25, 2026.

Christopher R. Parker,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31681; Amdt. No. 4233]

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 September 3, 2026. 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 September 3, 2026.

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:

Rune Duke, Manager, Standards Section, Flight Procedures and Airspace Group, 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 28, 2026.

Rune Duke,

Manager, Standards Section, Flight Procedures and 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 1 October 2026

Burbank, CA, BUR, ILS Y OR LOC Y RWY 8, Amdt 6C
Sheldon, IA, SHL, RNAV (GPS) RWY 33, Amdt 1G
Wichita, KS, ICT, ILS OR LOC RWY 1R, Amdt 18

Effective 29 October 2026

Anchorage, AK, ANC/PANC, ILS OR LOC RWY 7L, ILS RWY 7L (SA CAT I), ILS RWY 7L (SA CAT II), Amdt 5A
Anchorage, AK, ANC/PANC, ILS OR LOC RWY 7R, ILS RWY 7R (SA CAT I), ILS RWY 7R (CAT II), ILS RWY 7R (CAT III), Amdt 5A
Cordova, AK, CDV/PACV, ILS OR LOC RWY 27, Amdt 12A
Cordova, AK, CDV/PACV, PULPP ONE, Graphic DP
Cordova, AK, CDV/PACV, RNAV (GPS) RWY 27, Amdt 3
Cordova, AK, CDV/PACV, RNAV (GPS)–B, Amdt 3
Cordova, AK, CDV/PACV, Takeoff Minimums and Obstacle DP, Amdt 9
Butler, AL, 09A, RNAV (GPS) RWY 12, Amdt 1A

Huntsville, AL, HSV, ILS OR LOC RWY 36L, Amdt 12A
Blytheville, AR, BYH, ILS OR LOC RWY 18, Amdt 3, CANCELED
Delano, CA, DLO, Takeoff Minimums and Obstacle DP, Amdt 4
Jefferson, GA, JCA, RNAV (GPS) RWY 35, Amdt 4
Thomson, GA, HQU, LOC RWY 10, Amdt 2
Thomson, GA, HQU, Takeoff Minimums and Obstacle DP, Amdt 3
Kahului, HI, OGG/PHOG, RNAV (GPS) RWY 20, Amdt 2B
Kahului, HI, OGG/PHOG, RNAV (GPS) RWY 23, Amdt 1B
Kahului, HI, OGG/PHOG, VOR Z OR TACAN RWY 20, Amdt 1B
Williamsburg, KY, BYL, RNAV (GPS) RWY 2, Amdt 3
Opelousas, LA, OPL, RNAV (GPS) RWY 18, Amdt 2
Opelousas, LA, OPL, RNAV (GPS) RWY 36, Amdt 2
Springhill, LA, SPH, RNAV (GPS) RWY 18, Orig-A
Southbridge, MA, 3B0, Takeoff Minimums and Obstacle DP, Amdt 4
Grand Rapids, MI, GRR, ILS OR LOC RWY 35, ILS RWY 35 (SA CAT I), ILS RWY 35 (SA CAT II), Amdt 2C
Grand Rapids, MI, GRR, RNAV (GPS) RWY 8R, Amdt 1D
Grand Rapids, MI, GRR, RNAV (GPS) RWY 17, Amdt 1D
Iuka, MS, 15M, RNAV (GPS) RWY 1, Orig-A
Iuka, MS, 15M, RNAV (GPS) RWY 19, Orig-A
Rome, NY, RME, ILS OR LOC RWY 33, Amdt 4
Rome, NY, RME, RNAV (GPS) RWY 15, Amdt 2
Rome, NY, RME, RNAV (GPS) RWY 33, Amdt 3
Rome, NY, RME, Takeoff Minimums and Obstacle DP, Amdt 2
Dayton, OH, MGY, RNAV (GPS) RWY 2, Orig-B
Columbia, SC, CAE, ILS OR LOC RWY 11, ILS RWY 11 (CAT II), ILS RWY 11 (CAT III), Amdt 16A
Columbia, SC, CAE, ILS OR LOC RWY 29, Amdt 5A
Columbia, SC, CAE, RNAV (GPS) RWY 11, Amdt 2A
Columbia, SC, CAE, RNAV (GPS) RWY 23, Amdt 2E
Columbia, SC, CUB, Takeoff Minimums and Obstacle DP, Amdt 4
Hilton Head Island, SC, HXD, RNAV (GPS) RWY 3, Amdt 2
Hilton Head Island, SC, HXD, RNAV (GPS) RWY 21, Amdt 2
Bristol/Johnson/Kingsport, TN, TRI, ILS OR LOC RWY 5, Amdt 4
Bristol/Johnson/Kingsport, TN, TRI, ILS OR LOC RWY 23, ILS RWY 23 (SA CAT I), ILS RWY 23 (CAT II), Amdt 25
Centerville, TN, GHM, Takeoff Minimums and Obstacle DP, Amdt 2
Savannah, TN, SNH, RNAV (GPS) RWY 1, Orig-B
Savannah, TN, SNH, RNAV (GPS) RWY 19, Orig-C
Smyrna, TN, MQY, ILS OR LOC RWY 32, Amdt 8

Hondo, TX, HDO, RNAV (GPS) RWY 17, Orig
Hondo, TX, HDO, RNAV (GPS) RWY 17L, Amdt 1B, CANCELED
Hondo, TX, HDO, RNAV (GPS) RWY 35, Orig
Hondo, TX, HDO, RNAV (GPS) RWY 35R, Orig-B, CANCELED
Hondo, TX, HDO, Takeoff Minimums and Obstacle DP, Amdt 1
San Angelo, TX, SJT, VOR OR TACAN–A, Orig
San Angelo, TX, SJT, VOR Y OR TACAN Y RWY 3, Amdt 1, CANCELED
La Crosse, WI, LSE, RNAV (GPS) RWY 31, Orig-E
Manitowoc, WI, MTW, Takeoff Minimums and Obstacle DP, Amdt 5
Waukesha, WI, UES, ILS OR LOC RWY 10, Amdt 4
Waukesha, WI, UES, RNAV (GPS) RWY 10, Amdt 1
Waukesha, WI, UES, Takeoff Minimums and Obstacle DP, Amdt 7

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

14 CFR Part 234

[Docket No. DOT–OST–2026–1257]

RIN 2105–AF29

Cause of Airline Delay and Cancellation Categories Under Section 511(b) of the FAA Reauthorization Act of 2024

AGENCY: Bureau of Transportation Statistics, Office of the Assistant Secretary for Research and Technology, Department of Transportation.

ACTION: Final rule.

SUMMARY: The U.S. Department of Transportation (Department or DOT) is amending its regulations governing how air carriers report the causes of flight cancellations and delays. This action implements Section 511(b) of the FAA Reauthorization Act of 2024, which mandates that ten specific types of events be excluded from the “Air Carrier” causal reporting code. That code is reserved for circumstances that are within the carrier’s control. This final rule creates a new reporting category to capture these ten specific events, ensuring that the data reported to the Department and shared with the traveling public accurately reflects the statutory distinction between carrier-controllable events and the specific exclusions identified by Congress.

DATES: This final rule becomes effective on October 19, 2026.