

unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Will not affect intrastate aviation in Alaska, and
- (3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

- 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

- 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

2026–20–08 Airbus Helicopters: Amendment 39–23481; Docket No. FAA–2026–4657; Project Identifier MCAI–2024–00383–R.

(a) Effective Date

This airworthiness directive (AD) is effective November 5, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters Model AS355E, AS355F, AS355F1, AS355F2, and AS355N helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code: 6500, Tail rotor drive system.

(e) Unsafe Condition

This AD was prompted by the determination that the tail rotor drive fan

wheel and impeller second stage have been incorrectly identified during production. The FAA is issuing this AD to detect and address incorrect identification of the affected parts. The unsafe condition, if not addressed, may cause the loss of traceability of the affected parts, which could lead to undetected fatigue failure of the affected parts and result in loss of control of the helicopter.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency AD 2024–0127, dated July 3, 2024 (EASA AD 2024–0127).

(h) Exceptions to EASA AD 2024–0127

(1) Where EASA AD 2024–0127 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2024–0127 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(3) Where EASA AD 2024–0127 defines “affected part”, this AD requires replacing that text with “tail rotor drive fan wheel having part number (P/N) 704A33691014 amdt [amendment] C and impeller second stage P/N 704A33691015 amdt [amendment] C, and a serial number (S/N), as identified in the Log Card, listed as ‘S/N affected’ in section 4.5 or 4.6 of the accomplishment procedure of Airbus Helicopters Alert Service Bulletin ASB AS355–65–00–0001, Issue 001 dated May 27, 2024”.

(4) This AD does not adopt the “Remarks” section of EASA AD 2024–0127.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2024–0127 specifies to submit certain information to the manufacturer, this AD does not require that action.

(j) Alternative Methods of Compliance (AMOCs)

(1) 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 local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD and email to: 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) Additional Information

For more information about this AD, contact Andrew Gronau, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (847) 294–7378; email: andrew.s.gronau@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2024–0127, dated July 3, 2024.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADS@easa.europa.eu; website: easa.europa.eu. You may find the EASA material on the EASA website at ad.easa.europa.eu.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 10101 Hillwood Parkway, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222–5110.

(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 September 24, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–20098 Filed 9–30–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31685; Amdt. No. 4237]

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 October 1, 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 October 1, 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 September 25, 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 29 October 2026

Hooper Bay, AK, HPB/PAHP, RNAV (GPS)
RWY 14, Amdt 2A
Hooper Bay, AK, HPB/PAHP, RNAV (GPS)
RWY 32, Amdt 2A

Hooper Bay, AK, HPB/PAHP, VOR RWY 32, Amdt 1A
 Gunnison, CO, GUC, GPS-B, Orig-C, CANCELED
 Gunnison, CO, GUC, ILS OR LOC RWY 7, Amdt 6
 Gunnison, CO, GUC, RNAV (GPS)-B, Orig
 Gunnison, CO, GUC, RNAV (RNP) RWY 7, Amdt 1
 Gunnison, CO, GUC, RNAV (RNP) RWY 25, Amdt 1
 Gunnison, CO, GUC, VOR-A, Orig
 Gunnison, CO, GUC, VOR OR GPS-A, Amdt 7E, CANCELED
 Melbourne, FL, MLB, ILS OR LOC RWY 9R, Amdt 14
 Titusville, FL, TTS, RNAV (GPS) RWY 15, Amdt 1B
 Atlanta, GA, PDK, RNAV (GPS) Y RWY 21L, Amdt 3
 Chicago/Romeoville, IL, LOT, LOC RWY 2, Amdt 2
 Chicago/Romeoville, IL, LOT, LOC RWY 9, Amdt 1C
 Chicago/Romeoville, IL, LOT, RNAV (GPS) RWY 2, Amdt 3
 Chicago/Romeoville, IL, LOT, RNAV (GPS) RWY 9, Orig-B
 Chicago/Romeoville, IL, LOT, RNAV (GPS) RWY 20, Amdt 1B
 Baton Rouge, LA, BTR, ILS OR LOC RWY 22, ILS RWY 22 (SA CAT I), ILS RWY 22 (SA CAT II), Orig
 Baton Rouge, LA, BTR, ILS OR LOC/DME RWY 22R, ILS RWY 22R (SA CAT I), ILS RWY 22R (SA CAT II), Amdt 12A, CANCELED
 Baton Rouge, LA, BTR, RNAV (GPS) RWY 4, Orig
 Baton Rouge, LA, BTR, RNAV (GPS) RWY 4L, Amdt 3, CANCELED
 Baton Rouge, LA, BTR, RNAV (GPS) RWY 22, Orig
 Baton Rouge, LA, BTR, RNAV (GPS) RWY 22R, Amdt 3A, CANCELED
 Baton Rouge, LA, BTR, Takeoff Minimums and Obstacle DP, Amdt 2
 Baton Rouge, LA, BTR, VOR RWY 4L, Amdt 18A, CANCELED
 De Ridder, LA, DRI, RNAV (GPS) RWY 18, Orig-C
 De Ridder, LA, DRI, RNAV (GPS) RWY 36, Amdt 1C
 Salisbury, MD, SBY, ILS OR LOC RWY 32, Amdt 10
 Salisbury, MD, SBY, RNAV (GPS) RWY 5, Amdt 2A
 Salisbury, MD, SBY, RNAV (GPS) RWY 14, Amdt 3
 Salisbury, MD, SBY, RNAV (GPS) RWY 23, Amdt 1D
 Salisbury, MD, SBY, RNAV (GPS) RWY 32, Amdt 4
 Salisbury, MD, SBY, Takeoff Minimums and Obstacle DP, Amdt 2
 Kalamazoo, MI, AZO, ILS OR LOC RWY 35, Amdt 25
 Kalamazoo, MI, AZO, RNAV (GPS) RWY 35, Amdt 2
 Kalamazoo, MI, AZO, Takeoff Minimums and Obstacle DP, Amdt 10
 Pine River, MN, PWC, RNAV (GPS) RWY 16, Orig
 Pine River, MN, PWC, RNAV (GPS) RWY 34, Amdt 1
 Lebanon, NH, LEB, ILS OR LOC RWY 18, Amdt 9

Lebanon, NH, LEB, RNAV (GPS) RWY 7, Amdt 1
 Lebanon, NH, LEB, RNAV (GPS) RWY 18, Amdt 2
 Lebanon, NH, LEB, RNAV (GPS) RWY 25, Amdt 1
 Lebanon, NH, LEB, RNAV (GPS) RWY 36, Amdt 1
 Lebanon, NH, LEB, Takeoff Minimums and Obstacle DP, Amdt 4
 Akron, OH, CAK, ILS OR LOC RWY 1, Amdt 38C
 Akron, OH, CAK, ILS OR LOC RWY 19, Amdt 8C
 Akron, OH, CAK, ILS OR LOC RWY 23, Amdt 11D
 Akron, OH, CAK, RNAV (GPS) RWY 1, Orig-C
 Akron, OH, CAK, RNAV (GPS) RWY 5, Orig-D
 Akron, OH, CAK, RNAV (GPS) RWY 19, Orig-C
 Akron, OH, CAK, VOR RWY 23, Amdt 10C
 Sand Springs, OK, OWP, RNAV (GPS) RWY 17, Amdt 1A
 Sand Springs, OK, OWP, RNAV (GPS) RWY 35, Amdt 1A
 Charleston, SC, CHS, ILS OR LOC RWY 15, ILS RWY 15 (SA CAT I), ILS RWY 15 (CAT II), Amdt 25
 Charleston, SC, CHS, ILS OR LOC RWY 33, Amdt 9
 Charleston, SC, CHS, RNAV (GPS) Y RWY 15, Amdt 5
 Charleston, SC, CHS, RNAV (RNP) Z RWY 15, Amdt 1
 Charleston, SC, CHS, RNAV (RNP) Z RWY 21, Orig-D
 Charleston, SC, CHS, RNAV (RNP) Z RWY 33, Amdt 2
 Myrtle Beach, SC, MYR, ILS OR LOC RWY 18, ILS RWY 18 (SA CAT I), ILS RWY 18 (SA CAT II), Amdt 7
 Myrtle Beach, SC, MYR, ILS OR LOC RWY 36, Amdt 6
 Myrtle Beach, SC, MYR, RNAV (GPS) RWY 18, Amdt 5
 Myrtle Beach, SC, MYR, RNAV (GPS) RWY 36, Amdt 5
 Danville, VA, DAN, RNAV (GPS) RWY 20, Orig-D
 Winchester, VA, OKV, RNAV (GPS) RWY 32, Orig-B
 Everett, WA, PAE, RNAV (GPS) X RWY 16R, Amdt 1, CANCELED
 Williamson, WV, EBD, Takeoff Minimums and Obstacle DP, Amdt 1

[FR Doc. 2026-20116 Filed 9-30-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31686; Amdt. No. 4238]

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 October 1, 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 October 1, 2026.

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:

Rune Duke, Manager, Standards Section, Flight Procedures and Airspace Group, Aviation Safety, Federal Aviation Administration. Mailing