

Municipal Airport Class D airspace; (3) adds an exclusion area within a 1.2-mile radius of Pegasus Airpark, Queen Creek, AZ; (4) updates the name of the airport from Williams Gateway Airport to Mesa Gateway Airport and updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database; (5) updates the airspace legal description header from "Chandler, AZ" to "Phoenix, AZ" to coincide with the FAA's aeronautical database; and (6) updates the outdated term of "Airport/Facility Directory" to "Chart Supplement."

This action establishes Class E airspace extending upward from 700 feet above the surface at Stellar Airpark, Chandler, AZ, within a 13.9-mile radius of the airport.

This action establishes Class E airspace extending upward from 700 feet above the surface at Mesa Gateway Airport, Phoenix, AZ: (1) within a 7.9-mile radius of the airport; (2) within 4 miles northeast and 8 miles southwest of the 136° bearing for the Mesa Gateway: RWY 30C–LOC extending from the 7.9-mile radius of the airport to 17.7 miles southeast of the Mesa Gateway: RWY 30C–LOC; and (3) within 7.9 miles northeast and 4 miles southwest of the 136° bearing from the airport extending from the 7.9-mile radius of the airport to 12.6 miles southeast of the airport.

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 Order 2100.6B, "Policies and Procedures for Rulemakings" (March 10, 2025); and (3) is expected to result in, at most, de minimis costs from compliance with applicable operating requirements or minor flight rerouting for operators choosing to navigate around the controlled airspace. Since these amendments are routine and the expected impact to operators is de minimis, the FAA certifies 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 qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA

Order 1050.1G, "FAA National Environmental Policy Act Implementing Procedures," Paragraph B–2.5(a). This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

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 7400.11M, Airspace Designations and Reporting Points, dated July 30, 2026, and effective September 15, 2026, is amended as follows:

Paragraph 5000 Class D Airspace

AWP AZ D Chandler, AZ [Amended]

Chandler Municipal Airport, AZ
 (Lat. 33°16'09" N, long. 111°48'40" W)

That airspace extending upward from the surface up to but excluding 4,000 feet MSL within a 4.8-mile radius of Chandler Municipal Airport, excluding that portion west of longitude 111°53'41" W. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Chart Supplement.

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AWP AZ D Phoenix, AZ [Amended]

Mesa Gateway Airport, AZ
 (Lat. 33°18'28" N, long. 111°39'20" W)
 Pegasus Airpark, AZ
 (Lat. 33°12'31" N, long. 111°37'02" W)

That airspace extending upward from the surface to and including 3,900 feet MSL within a 5.4-mile radius of Mesa Gateway Airport, excluding that portion within the Chandler Municipal Airport, Chandler, AZ, Class D airspace; and excluding that portion within a 1.2-mile radius of Pegasus Airpark; and excluding that portion within the Phoenix, AZ, Class B airspace. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and

times will thereafter be continuously published in the Chart Supplement.

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Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth

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AWP AZ E5 Chandler, AZ [Establish]

Stellar Airpark, AZ
 (Lat. 33°17'56" N, long. 111°54'57" W)

That airspace extending upward from 700 feet above the surface within a 13.9-mile radius of Stellar Airpark.

* * * * *

AWP AZ E5 Phoenix, AZ [Establish]

Mesa Gateway Airport, AZ
 (Lat. 33°18'28" N, long. 111°39'20" W)

Mesa Gateway: RWY 30C–LOC
 (Lat. 33°19'13" N, long. 111°40'09" W)

That airspace extending upward from 700 feet above the surface within a 7.9-mile radius of Mesa Gateway Airport; and within 4 miles northeast and 8 miles southwest of the 136° bearing from the Mesa Gateway: RWY 30C–LOC extending from the 7.9-mile radius of the Mesa Gateway Airport to 17.7 miles southeast of the Mesa Gateway: RWY 30C–LOC; and within 7.9 miles northeast and 4 miles southwest of the 136° bearing from the Mesa Gateway Airport extending from the 7.9-mile radius of Mesa Gateway Airport to 12.6 miles southeast of the Mesa Gateway Airport.

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Issued in Fort Worth, Texas, on October 28, 2026.

Jerry J. Creecy,

*Acting Manager, Operations Support Group,
 ATO Central Service Center.*

[FR Doc. 2026–22197 Filed 10–29–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31690; Amdt. No. 4241]

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 30, 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 30, 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.

List of Subjects in 14 CFR Part 97

Air Traffic Control, Airports, Incorporation by reference, Navigation (Air).

Issued in Washington, DC, on October 23, 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 26 November 2026

Miami, FL, TMB, ILS OR LOC RWY 9R, Amdt 12
 Miami, FL, TMB, RNAV (GPS) RWY 9L, Amdt 1
 Miami, FL, TMB, RNAV (GPS) RWY 9R, Amdt 3
 Miami, FL, TMB, RNAV (GPS) RWY 27L, Amdt 3
 Miami, FL, TMB, RNAV (GPS) RWY 27R, Amdt 1
 San Antonio, TX, SAT, RNAV (GPS) Y RWY 31L, Amdt 2A

Effective 24 December 2026

Yakutat, AK, YAK/PAYA, Takeoff Minimums and Obstacle DP, Amdt 6
 Coalinga, CA, C80, RNAV (GPS) RWY 30, Orig-A
 Salinas, CA, SNS, LOC RWY 31, Amdt 6A
 Victorville, CA, VCV, ETHER ONE, Graphic DP
 Victorville, CA, VCV, Takeoff Minimums and Obstacle DP, Amdt 3
 Ashburn, GA, 75J, RNAV (GPS) RWY 17, Amdt 1
 Ashburn, GA, 75J, RNAV (GPS) RWY 35, Orig-A
 Chicago/Rockford, IL, RFD, RADAR-1, Amdt 11A
 Chicago/Rockford, IL, RFD, RNAV (GPS) RWY 7, Amdt 1F
 Chicago/Rockford, IL, RFD, RNAV (GPS) RWY 25, Amdt 1D
 Wichita, KS, ICT, ILS OR LOC RWY 1L, ILS RWY 1L (SA CAT I), ILS RWY 1L (CAT II), Amdt 3E
 Wichita, KS, ICT, ILS OR LOC RWY 19R, Amdt 6
 Wichita, KS, ICT, RNAV (GPS) Y RWY 1L, Amdt 1E
 Wichita, KS, ICT, RNAV (RNP) Z RWY 1L, Orig-E
 Lexington, KY, LEX, RNAV (GPS) RWY 27, Orig-C
 Joplin, MO, JLN, RNAV (GPS) RWY 18, Amdt 1
 Washington, MO, FYG, RNAV (GPS) RWY 15, Amdt 3
 Washington, MO, FYG, RNAV (GPS) RWY 33, Amdt 3
 Washington, MO, FYG, Takeoff Minimums and Obstacle DP, Amdt 2
 Billings, MT, BIL, RNAV (GPS) RWY 7, Amdt 3
 Billings, MT, BIL, RNAV (GPS) RWY 25, Amdt 3
 Bozeman, MT, BZN, RNAV (GPS) Y RWY 30, Amdt 1
 Bozeman, MT, BZN, RNAV (RNP) Z RWY 30, Amdt 2
 Plentywood, MT, PWD, RNAV (GPS) RWY 12, Orig-E
 Plentywood, MT, PWD, RNAV (GPS) RWY 30, Orig-E
 Kinston, NC, ISO, ILS OR LOC RWY 5, Amdt 14
 Winnemucca, NV, WMC, FESKO TWO, Graphic DP
 Winnemucca, NV, WMC, RNAV (GPS) RWY 15, Amdt 1
 Winnemucca, NV, WMC, RNAV (GPS) RWY 33, Amdt 1

Winnemucca, NV, WMC, Takeoff Minimums and Obstacle DP, Amdt 4
 Portland, OR, PDX, ILS OR LOC RWY 10L, ILS RWY 10L (SA CAT I), ILS RWY 10L (SA CAT II), Amdt 5
 Gettysburg, PA, W05, Takeoff Minimums and Obstacle DP, Amdt 1
 Corsicana, TX, CRS, RNAV (GPS) RWY 14, Amdt 1

[FR Doc. 2026-22222 Filed 10-29-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31691; Amdt. No. 4242]

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 30, 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 30, 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 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 amending the referenced SIAPs. The complete regulatory description of each SIAP is listed on the appropriate FAA Form 8260, as modified by the National Flight Data Center (NFDC)/Permanent Notice to Airmen (P-NOTAM), and is incorporated by reference under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR 97.20. The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, pilots do not use the regulatory text of the SIAPs, but 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 contained on FAA form documents is unnecessary. This amendment provides the affected CFR sections, and specifies the SIAPs and Takeoff Minimums and ODPs with their applicable effective dates. This amendment also identifies the airport and its location, the procedure and the amendment number.