

*Paragraph 6004 Class E Airspace Designated as an Extension to Class D or E Surface Area.*

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**AEA WV E4 Lewisburg, WV [Amended]**

Greenbrier Valley Airport, WV  
(Lat 37°51'30" N, long 80°23'58" W)

That airspace extending upward from the surface within 2 miles each side of the 216° bearing of Greenbrier Valley Airport, extending from the 4 mile radius of the airport to 6.8 miles southwest of the airport and from the 009° bearing of the airport to the 044° bearing of the airport, extending from the 4 mile radius to 6.8 miles northeast of the airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Air Missions. The effective date and time will thereafter be published continuously 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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**AEA WV E5 Lewisburg, WV [Amended]**

Greenbrier Valley Airport, WV  
(Lat 37°51'30" N, long 80°23'58" W)

That airspace extending upward from 700 feet above the surface within a 12-mile radius of Greenbrier Valley Airport and within 4.4 miles each side of the 216° bearing of the airport, extending from the 12-mile radius to 16 miles southwest of the airport.

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Issued in College Park, Georgia, on April 2, 2024.

**Patrick Young,**

*Manager, Airspace & Procedures Team North, Eastern Service Center, Air Traffic Organization.*

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 31540; Amdt. No. 4108]

**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 April 8, 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 April 8, 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](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto: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](http://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 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 Air Missions (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.

**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 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 and Takeoff Minimums and ODP as amended in the transmittal. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained for each SIAP and Takeoff Minimums and ODP as modified by FDC permanent NOTAMs.

The SIAPs and Takeoff Minimums and ODPs, as modified by FDC permanent NOTAM, and contained in this amendment are based on criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these changes to SIAPs and Takeoff Minimums and ODPs, the TERPS criteria were applied only to specific conditions existing at the affected airports. All SIAP amendments in this rule have been previously issued by the FAA in a FDC NOTAM as an emergency action of

immediate flight safety relating directly to published aeronautical charts.

The circumstances that created the need for these SIAP and Takeoff Minimums and ODP amendments require making them effective in less than 30 days.

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 these 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 March 29, 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 amending Standard

Instrument Approach Procedures and Takeoff Minimums and ODPs, 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:

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, Identified as follows:

\* \* \*Effective Upon Publication

AIRAC date	State	City	Airport	FDC No.	FDC date	Subject
16–May–24 ..	WA	Moses Lake .....	Grant County Intl .....	4/0223	2/1/2024	RNAV RNP Z RWY 22, Orig-B.
16–May–24 ..	WA	Moses Lake .....	Grant County Intl .....	4/0224	2/1/2024	RNAV (RNP) Z RWY 4, Orig-B.
16–May–24 ..	NY	New York .....	Laguardia .....	4/1761	3/5/2024	RNAV (GPS) Y RWY 13, Orig.
16–May–24 ..	MS	Poplarville .....	Poplarville/Pearl River County	4/1930	2/20/2024	RNAV (GPS)-B, Orig.
16–May–24 ..	TX	Longview .....	East Texas Rgnl .....	4/3831	3/8/2024	RNAV (GPS) RWY 13, Amdt 1C.
16–May–24 ..	TX	Longview .....	East Texas Rgnl .....	4/3833	3/8/2024	RNAV (GPS) RWY 31, Amdt 1A.
16–May–24 ..	TX	Longview .....	East Texas Rgnl .....	4/3834	3/8/2024	RNAV (GPS) RWY 36, Amdt 1A.
16–May–24 ..	TX	Longview .....	East Texas Rgnl .....	4/3837	3/8/2024	VOR–A, Orig-B.
16–May–24 ..	TX	Longview .....	East Texas Rgnl .....	4/3841	3/8/2024	VOR/DME OR TACAN RWY 13, Amdt 2A.
16–May–24 ..	AR	Melbourne .....	Melbourne Muni—John E Miller Fld.	4/3977	2/13/2024	RNAV (GPS) RWY 3, Amdt 2.
16–May–24 ..	AR	Melbourne .....	Melbourne Muni—John E Miller Fld.	4/3978	2/13/2024	RNAV (GPS) RWY 21, Amdt 2.
16–May–24 ..	FL	St Petersburg-Clearwater.	St Pete-Clearwater Intl .....	4/5205	3/11/2024	RNAV (GPS) RWY 36, Amdt 1.
16–May–24 ..	CA	Mountain View .....	Moffett Federal Airfield .....	4/6866	1/24/2024	RNAV (GPS) RWY 32L, Amdt 1.
16–May–24 ..	VA	Stafford .....	Stafford Rgnl .....	4/7194	3/14/2024	VOR RWY 33, Amdt 1A.
16–May–24 ..	MO	Cape Girardeau .....	Cape Girardeau Rgnl .....	4/7284	3/15/2024	RNAV (GPS) RWY 10, Amdt 1A.
16–May–24 ..	NC	Edenton .....	Northeastern Rgnl .....	4/7816	3/15/2024	ILS OR LOC RWY 19, Orig-D.
16–May–24 ..	NC	Edenton .....	Northeastern Rgnl .....	4/7817	3/15/2024	RNAV (GPS) RWY 19, Amdt 2C.
16–May–24 ..	CT	Plainville .....	Robertson Fld .....	4/8430	1/26/2024	RNAV (GPS) RWY 2, Amdt 1.
16–May–24 ..	TX	Navasota .....	Navasota Muni .....	4/8600	2/23/2024	RNAV (GPS) RWY 17, Orig-C.
16–May–24 ..	TX	Navasota .....	Navasota Muni .....	4/8601	2/23/2024	RNAV (GPS) RWY 35, Orig-C.
16–May–24 ..	TX	Navasota .....	Navasota Muni .....	4/8602	2/23/2024	VOR–A, Amdt 2C.
16–May–24 ..	DC	Washington .....	Washington Dulles Intl .....	4/8822	2/23/2024	ILS OR LOC/DME RWY 12, Amdt 9C.
16–May–24 ..	DC	Washington .....	Washington Dulles Intl .....	4/8823	2/23/2024	RNAV (GPS) RWY 12, Amdt 1D.
16–May–24 ..	DC	Washington .....	Washington Dulles Intl .....	4/8825	2/23/2024	VOR/DME RWY 12, Amdt 9D.
16–May–24 ..	PA	Allentown .....	Lehigh Valley Intl .....	4/9042	1/29/2024	RNAV (GPS) RWY 6, Amdt 1C.
16–May–24 ..	PA	Allentown .....	Lehigh Valley Intl .....	4/9043	1/29/2024	RNAV (GPS) RWY 13, Amdt 2.
16–May–24 ..	PA	Allentown .....	Lehigh Valley Intl .....	4/9044	1/29/2024	RNAV (GPS) RWY 31, Amdt 2B.
16–May–24 ..	PA	Allentown .....	Lehigh Valley Intl .....	4/9045	1/29/2024	RNAV (GPS) RWY 24, Amdt 1B.
16–May–24 ..	AK	Anchorage .....	Ted Stevens Anchorage Intl ...	4/9627	2/26/2024	ILS RWY 15, Amdt 7.
16–May–24 ..	CO	Hayden .....	Yampa Valley .....	4/9729	2/27/2024	ILS OR LOC RWY 10, Amdt 1.