

air traffic service routes, and reporting points.

The Rule

This amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 modifies Class E surface area airspace and Class E airspace extending upward from 700 feet above the surface at Bert Mooney Airport, Butte, MT. Class E surface area airspace is increased upward from the surface within a 4.3-mile radius of Bert Mooney Airport, with a segment extending to 11.5 miles to the northwest of the airport. Class E airspace extending upward from 700 feet above the surface is modified to within a 5.2-mile radius of Bert Mooney Airport, with a segment extending from the 5.2-mile radius to 6 miles to the southeast, 20.7 miles to the north, and 27.5 miles to the northwest of the airport.

Class E airspace designations are published in paragraph 6002 and 6005, respectively, of FAA Order 7400.9Z, dated August 6, 2015 and effective September 15, 2015, which is incorporated by reference in 14 CFR 71.1. The Class D and Class E airspace designations listed in this document will be published subsequently in the Order.

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, is non-controversial and unlikely to result in adverse or negative comments. 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 qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures,” paragraph 5–6.5a. 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).

Adoption of 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 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 7400.9Z, Airspace Designations and Reporting Points, dated August 6, 2015, and effective September 15, 2015, is amended as follows:

Paragraph 6002 Class E Airspace Areas Designated as an Extension.

* * * * *

ANM MT E2 Butte, MT [Modified]

Bert Mooney Airport, MT

(Lat. 45°57′17″ N., long. 112°29′51″ W.)
That airspace extending upward from the surface within a 4.3-mile radius of the Bert Mooney Airport, and within 4.3 miles south of and parallel to the 309° bearing of the airport extending from the 4.3-mile radius to the 11.5 miles northwest, thence clockwise along the 11.5-mile radius to 2.5 miles east of and parallel to the 347° bearing from the airport extending from the 4.3-mile radius to 11.5 miles north of the airport.

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

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ANM MT E5 Butte, MT [Modified]

Bert Mooney Airport, MT

(Lat. 45°57′17″ N., long. 112°29′51″ W.)
That airspace extending upward from 700 feet above the surface bounded by a line beginning at Lat. 46°17′24″ N., Long. 112°44′15″ W.; to Lat. 46°18′25″ N., Long. 112°30′26″ W.; to Lat. 45°55′41″ N., Long. 112°20′52″ W.; to Lat. 45°50′32″ N., Long. 112°26′02″ W.; to Lat. 45°57′11″ N., Long. 112°47′54″ W.; to Lat. 46°11′45″ N., Long. 113°04′28″ W.; thence to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at Lat. 45°35′00″ N., Long. 113°05′00″ W.; to Lat. 46°37′00″ N., Long. 113°05′00″ W.; to Lat. 46°37′00″ N., Long. 112°26′00″ W.; to Lat. 46°16′00″ N., Long.

112°00′00″ W.; to Lat. 45°35′00″ N., Long. 112°00′00″ W.; thence to point of beginning.

Issued in Seattle, Washington, on March 16, 2016.

Tracey Johnson,

Manager, Operations Support Group, Western Service Center.

[FR Doc. 2016–06935 Filed 3–28–16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2015–7484; Airspace Docket No. 15–AGL–24]

Amendment of Class D and Class E Airspace for the Following Minnesota Towns: Rochester, MN; and St. Cloud, MN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, delay of effective date, correction.

SUMMARY: This action changes the effective date of a final rule published in the **Federal Register** of February 8, 2016, amending Class E surface area airspace and Class E airspace designated as an extension at Rochester International Airport, Rochester, MN; and St. Cloud Regional Airport, St. Cloud, MN. This correction adds the part-time Notice to Airmen (NOTAM) language inadvertently removed from the Class E surface area descriptions for the above airports. Additionally, adjustment is made to the geographic coordinates of Rochester International Airport in the Class D airspace and Class E airspace extending upward from 700 feet above the surface. The Title is also amended to include Class D airspace.

DATES: This correction is effective 0901 UTC, April 28, 2016, and the effective date of the rule amending 14 CFR part 71, published on February 8, 2016 (81 FR 6448) is delayed to 0901 UTC April 28, 2016. The Director of the Federal Register approves this incorporation by reference action under Title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT:

Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222–5711.

SUPPLEMENTARY INFORMATION:

History

The **Federal Register** published a final rule amending Class E airspace at Rochester International Airport, Rochester, MN, and St. Cloud Regional Airport, St. Cloud, MN (81 FR 6448, February 8, 2016) Docket No. FAA–2015–7484. Subsequent to publication, the FAA determined that the part-time NOTAM language in the Class E surface area description was inadvertently removed in error. Potential safety concerns were identified due to the possibility for confusion in determining the operating rules and equipment requirements in the Rochester International Airport and St. Cloud Regional Airport terminal areas. The concerns were based on the opportunity for part-time Class D surface area airspace and continuous Class E surface area airspace to be active at the same time.

To resolve these concerns, the FAA is keeping the part-time NOTAM language in the Class E surface area description to retain it as part-time airspace supplementing the existing part-time Class D surface area airspace at Rochester International Airport and St. Cloud Regional Airport. Also, the FAA found in amending the airport reference point for the Rochester International Airport, additional existing controlled airspace was inadvertently omitted from the rule. This action adds adjustment of the geographic coordinates of the airport in Class D airspace and Class E airspace extending upward from 700 feet above the surface.

These are administrative corrections and do not affect the controlled airspace boundaries or operating requirements supporting operations in the Rochester International Airport and St. Cloud Regional Airport terminal areas.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, in the **Federal Register** of February 8, 2016 (81 FR 6448) FR Doc. 2016–02283), Amendment of Class D and E Airspace for the Following Minnesota Towns; Rochester, MN; and St. Cloud, MN, is corrected as follows:

§ 71.1 [Amended]

On page 6448, column 3, line 27, remove “Amendment of Class E Airspace for the Following Minnesota Towns: Rochester, MN; and St. Cloud, MN” and add in its place “Amendment of Class D and Class E Airspace for the Following Minnesota Towns: Rochester, MN; and St. Cloud, MN”.

AGL MN E2 Rochester, MN [Corrected]

On page 6449, column 3, after line 49, add the following text:

“This Class E airspace area is effective during the specific dates and times established by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.”

AGL MN E2 St. Cloud, MN [Corrected]

On page 6449, column 3, after line 59, add the following text:

“This Class E airspace area is effective during the specific dates and times established by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.”

On page 6450, column 1, after line 24, add the following text:

Paragraph 5000 Class D Airspace.

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AGL MN D Rochester, MN [Corrected]

Rochester International Airport, MN
(Lat. 43°54′30″ N., long. 92°30′00″ W.)
Rochester VOR/DME
(Lat. 43°46′58″ N., long. 92°35′49″ W.)

That airspace extending upward from the surface to and including 3,800 feet MSL within a 4.3-mile radius of the Rochester International Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be published continuously in the Airport/Facility Directory.

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

* * * * *

AGL MN E5 Rochester, MN [Corrected]

Rochester International Airport, MN
(Lat. 43°54′30″ N., long. 92°30′00″ W.)
Rochester VOR/DME
(Lat. 43°46′58″ N., long. 92°35′49″ W.)
Mayo Clinic-St. Mary's Hospital, MN
(Lat. 44°01′11″ N., long. 92°28′59″ W.)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of the Rochester International Airport, and within 3.2 miles each side of the Rochester VOR/DME 028° radial extending from the 6.8-mile radius to 7.9 miles southwest of the airport, within 5.3 miles southwest and 4 miles northeast of the Rochester northwest localizer course extending from the 6.8-mile radius to 20 miles northwest of the airport, within 5.3 miles northeast and 4 miles southwest of the Rochester southeast localizer course extending from the 6.8-mile radius to 17.3 miles southeast of the airport and within a 6.4-mile radius of the St. Mary's Hospital Heliport.

Issued in Fort Worth, Texas, on March 21, 2016.

Robert W. Beck,

Manager, Operations Support Group, ATO Central Service Center.

[FR Doc. 2016–06932 Filed 3–28–16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2016–0735; Airspace Docket No. 16–ASO–2]

Amendment of Class E Airspace for the Following Tennessee Towns: Jackson, TN; Tri-Cities, TN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E Airspace at McKellar-Sipes Regional Airport, Jackson, TN, and Tri-Cities Regional Airport, Tri-Cities, TN, by eliminating the Notice to Airmen (NOTAM) part time status of the Class E airspace designated as an extension at each airport. This is an administrative change to coincide with the FAA's aeronautical database.

DATES: Effective 0901 UTC, May 26, 2016. The Director of the Federal Register approves this incorporation by reference action under Title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

ADDRESSES: FAA Order 7400.9Z, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at <http://www.faa.gov/airtraffic/publications/>. For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: 202–267–8783. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.9Z at NARA, call 202–741–6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

FAA Order 7400.9, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

FOR FURTHER INFORMATION CONTACT: John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation