

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

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

\* \* \* \* \*

**AGL MN E5 Hutchinson, MN [Amended]**

Hutchinson Municipal Airport-Butler Field, MN

(Lat. 44°51'36" N., long. 94°22'57" W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Hutchinson Municipal Airport-Butler Field.

\* \* \* \* \*

**AGL MN E5 Jackson, MN [Amended]**

Jackson Municipal Airport, MN

(Lat. 43°39'01" N., long. 94°59'12" W.)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Jackson Municipal Airport.

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**AGL MN E5 Pipestone, MN [Amended]**

Pipestone Municipal Airport, MN

(Lat. 43°58'56" N., long. 96°18'02" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Pipestone Municipal Airport.

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**AGL MN E5 Two Harbors, MN [Amended]**

Richard B. Helgeson Airport, MN

(Lat. 47°02'57" N., long. 91°44'43" W.)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Richard B. Helgeson Airport.

\* \* \* \* \*

**AGL MN E5 Waseca, MN [Amended]**

Waseca Municipal Airport, MN

(Lat. 44°04'24" N., long. 93°33'11" W.)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Waseca Municipal Airport.

Issued in Fort Worth, Texas, on April 19, 2016.

**Walter Tweedy,**

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

[FR Doc. 2016–10175 Filed 5–2–16; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**Docket No. FAA–2016–4291; Airspace Docket No. 16–AGL–7**

**Proposed Amendment of Class E Airspace for the Following Indiana Towns; Goshen, IN; Greencastle, IN; Huntingburg, IN; North Vernon, IN; Rensselaer, IN; Tell City, IN; and Washington, IN; and Revocation of Class E Airspace; Vincennes, IN**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to modify Class E airspace extending upward from 700 feet above the surface at Vigil I. Grissom Municipal Airport, Bedford, IN; Goshen Municipal Airport, Goshen, IN; Putnam County Airport, Greencastle, IN; Huntingburg Airport, Huntingburg, IN; North Vernon Airport, North Vernon, IN; Jasper County Airport, Rensselaer, IN; Perry County Municipal Airport, Tell City, IN; and Daviess County Airport, Washington, IN. This action also proposes to remove Class E airspace extending upward from 700 feet above the surface at O'Neal Airport, Vincennes, IN.

Decommissioning of non-directional radio beacons (NDB), cancellation of NDB approaches, implementation of area navigation (RNAV) procedures, and closure of O'Neal Airport, have made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at the above airports. This action also would update the geographic coordinates of Goshen Municipal Airport, Putnam County Airport, North Vernon Airport, Jasper County Airport, and Perry County Municipal Airport to coincide with the FAAs aeronautical database.

**DATES:** Comments must be received on or before June 17, 2016.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590; telephone (202) 366–9826. You must identify FAA Docket No. FAA–2016–4291; Airspace Docket No. 16–AGL–7, at the beginning of your comments. You may also submit comments through the Internet at <http://www.regulations.gov>. You may review the public docket containing the proposal, any comments received, and any final disposition in person in the

Dockets Office between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone 1–800–647–5527) is on the ground floor of the building at the above address.

FAA Order 7400.9Z, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [http://www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/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](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:** Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222–5711.

**SUPPLEMENTARY INFORMATION:**

**Authority for This Rulemaking**

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part, A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it would amend Class E airspace at Vigil I. Grissom Municipal Airport, Bedford, IN; Goshen Municipal Airport, Goshen, IN; Putnam County Airport, Greencastle, IN; Huntingburg Airport, Huntingburg, IN; North Vernon Airport, North Vernon, IN; Jasper County Airport, Rensselaer, IN; Perry County Municipal Airport, Tell City, IN; O'Neal Airport, Vincennes, IN; and Daviess County Airport, Washington, IN.

**Comments Invited**

Interested parties are invited to participate in this proposed rulemaking

by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify both docket numbers and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. FAA-2016-4291/Airspace Docket No. 16-AGL-7." The postcard will be date/time stamped and returned to the commenter.

#### Availability of NPRMs

An electronic copy of this document may be downloaded through the Internet at <http://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at [http://www.faa.gov/airports\\_airtraffic/air\\_traffic/publications/airspace\\_amendments/](http://www.faa.gov/airports_airtraffic/air_traffic/publications/airspace_amendments/).

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (see the **ADDRESSES** section for the address and phone number) between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays. An informal docket may also be examined during normal business hours at the Federal Aviation Administration, Air Traffic Organization, Central Service Center, Operations Support Group, 10101 Hillwood Parkway, Fort Worth, TX 76177.

Persons interested in being placed on a mailing list for future NPRMs should contact the FAA's Office of Rulemaking, (202) 267-9677, for a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

#### Availability and Summary of Documents Proposed for Incorporation by Reference

This document would amend FAA Order 7400.9Z, Airspace Designations and Reporting Points, dated August 6, 2015, and effective September 15, 2015. FAA Order 7400.9Z is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.9Z lists Class A, B, C, D, and E airspace areas,

air traffic service routes, and reporting points.

#### The Proposal

The FAA is proposing an amendment to Title 14 Code of Federal Regulations (14 CFR) Part 71 by modifying Class E airspace extending upward from 700 feet above the surface at the following airports:

Within a 6.5-mile radius of Vigil I. Grissom Municipal Airport, Bedford, IN;

Within a 6.8-mile radius of Goshen Municipal Airport, Goshen, IN, and updating the geographic coordinates of this airport;

Within a 6.5-mile radius of Putnam County Airport, Greencastle, IN, and updating the geographic coordinates of this airport;

Within a 6.5-mile radius of Huntingburg Airport, Huntingburg, IN, with a segment extending from the 6.5 mile radius to 11.2 miles east of the airport;

Within a 6.5-mile radius of North Vernon Airport, North Vernon, IN, and updating the geographic coordinates of this airport;

Within a 6.4-mile radius of Jasper County Airport, Rensselaer, IN, and updating the geographic coordinates of this airport;

Within a 6.4-mile radius of Perry County Municipal Airport, Tell City, IN, and updating the geographic coordinates of this airport; and

Within a 6.4-mile radius of Daviess County Airport, Washington, IN.

Airspace reconfiguration is necessary due to the decommissioning of NDBs, cancellation of NDB approaches, or implementation of RNAV procedures at the above airports. Controlled airspace is necessary for the safety and management of the standard instrument approach procedures for IFR operations at the airports. Additionally, Class E airspace extending upward from 700 feet above the surface would be removed at O'Neal Airport, Vincennes, IN, due to closure of the airport.

Class E airspace designations are published in paragraph 6005 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 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 will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, would not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures" prior to any FAA final regulatory action.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend 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 7400.9Z, Airspace Designations and Reporting Points, dated August 6, 2015, and effective September 15, 2015, is amended as follows:

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

\* \* \* \* \*

#### AGL IN E5 Bedford, IN [Amended]

Bedford, Virgil I. Grissom Municipal Airport, IN

(Lat. 38°50'24" N., long. 86°26'43" W.)

Bedford, Bedford Medical Center Heliport, IN  
Point In Space

(Lat. 38°51'51" N., long. 86°31'27" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Virgil I. Grissom Municipal Airport, and within a 6-mile radius of the Bedford Medical Center Heliport point in space coordinates at lat. 38°51'51" N., long. 86°31'27" W.

\* \* \* \* \*

#### AGL IN E5 Goshen, IN [Amended]

Goshen Municipal Airport, IN

(Lat. 41°31'35" N., long. 85°47'39" W.)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Goshen Municipal Airport.

\* \* \* \* \*

**AGL IN E5 Greencastle, IN [Amended]**

Greencastle, Putnam County Airport, IN.

(Lat. 39°38'01" N., long. 86°48'50" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Putnam County Airport.

\* \* \* \* \*

**AGL IN E5 Huntingburg, IN [Amended]**

Huntingburg Airport, IN

(Lat. 38°14'57" N., long. 86°57'13" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Huntingburg Airport and within 2 miles either side of the 091° bearing from the airport extending from the 6.5-mile radius to 11.2 miles east of the airport.

\* \* \* \* \*

**AGL IN E5 North Vernon, IN [Amended]**

North Vernon Airport, IN

(Lat. 39°02'43" N., long. 85°36'20" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of North Vernon Airport.

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**AGL IN E5 Rensselaer, IN [Amended]**

Rensselaer, Jasper County Airport, IN

(Lat. 40°56'52" N., long. 87°10'58" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Jasper County Airport.

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**AGL IN E5 Tell City, IN [Amended]**

Tell City, Perry County Municipal Airport, IN

(Lat. 38°01'08" N., long. 86°41'33" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Perry County Municipal Airport.

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**AGL IN E5 Vincennes, IN [Removed]**

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**AGL IN E5 Washington, IN [Amended]**

Washington, Daviess County Airport, IN

(Lat. 38°42'02" N., long. 87°07'47" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Daviess County Airport.

Issued in Fort Worth, Texas, on April 19, 2016.

**Walter Tweedy,**

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

[FR Doc. 2016-10177 Filed 5-2-16; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2016-4629; Airspace Docket No. 16-AGL-8]

**Proposed Amendment of Class E Airspace for the following Michigan Towns; Alma, MI; Bellaire, MI; Cadillac, MI; Drummond Island, MI; Gladwin, MI; Holland, MI; and Three Rivers, MI**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to modify Class E airspace extending upward from 700 feet above the surface at Gratiot Community Airport, Alma, MI; Antrim County Airport, Bellaire, MI; Wexford County Airport, Cadillac, MI; Drummond Island Airport, Drummond Island, MI; Charles C. Zettel Memorial Airport, Gladwin, MI; Park Township Airport and West Michigan Regional Airport, Holland, MI; and Three Rivers Municipal Dr. Haines Airport, Three Rivers, MI. Decommissioning of non-directional radio beacons (NDB), cancellation of NDB approaches, or implementation of area navigation (RNAV) procedures have made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at the above airports. This action would also update the geographic coordinates of Three Rivers Municipal Dr. Haines Airport, and the name change of West Michigan Regional Airport (formerly Tulip City Airport) to coincide with the FAA's aeronautical database.

**DATES:** Comments must be received on or before June 17, 2016.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590; telephone (202) 366-9826. You must identify FAA Docket No. FAA-2016-4629; Airspace Docket No. 16-AGL-8, at the beginning of your comments. You may also submit comments through the Internet at <http://www.regulations.gov>. You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone 1-800-647-5527) is on the ground floor of the building at the above address.

FAA Order 7400.9Z, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [http://www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/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](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:** Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5711.

**SUPPLEMENTARY INFORMATION:**

**Authority for This Rulemaking**

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it would amend Class E airspace at Gratiot Community Airport, Alma, MI; Antrim County Airport, Bellaire, MI; Wexford County Airport, Cadillac, MI; Drummond Island Airport, Drummond Island, MI; Charles C. Zettel Memorial Airport, Gladwin, MI; Park Township Airport and West Michigan Regional Airport, Holland, MI; and Three Rivers Municipal Dr. Haines Airport, Three Rivers, MI.

**Comments Invited**

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in