

Administration Order 7400.9X, Airspace Designations and Reporting Points, dated August 7, 2013, and effective September 15, 2013, is amended as follows:

Paragraph 5000 Class D Airspace

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ASO AL D Selma, AL [NEW]

Craig Field Airport, AL
(Lat. 32°20'38" N., long. 86°59'16" W.)

That airspace extending upward from the surface up to and including 2,500 feet MSL within a 4.5-mile radius of Craig Field Airport. This Class D airspace area is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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

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ASO AL E5 Selma, AL [AMENDED]

Craig Field Airport, AL
(Lat. 32°20'38" N., long. 86°59'16" W.)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of. Craig Field Airport, and within 2.6 miles each side of the 145° bearing from the airport, extending from the 7-mile radius to 12.4 miles southeast of the airport.

Issued in College Park, Georgia, on September 2, 2014.

Myron A. Jenkins,

Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2014-21578 Filed 9-9-14; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2014-0014; Airspace Docket No. 13-ASO-27]

Proposed Establishment of Class D Airspace and Amendment of Class E Airspace; Dallas, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to establish Class D airspace and amend Class E airspace at Dallas, GA, to accommodate the proposed temporary air traffic control tower at Paulding Northwest Atlanta Airport. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at the airport. This

action also would recognize the airport's name change.

DATES: 0901 UTC. Comments must be received on or before October 27, 2014. 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: Send comments on this rulemaking to: U. S. Department of Transportation, Docket Operations, West Building Ground Floor, Room W12-140, 1200 New Jersey SE., Washington, DC 20590-0001; Telephone: 1-800-647-5527; Fax: 202-493-2251. You must identify the Docket Number FAA-2014-0014; Airspace Docket No. 13-ASO-27, at the beginning of your comments. You may also submit and review received comments through the Internet at <http://www.regulations.gov>.

You may review the public docket containing the rule, any comments received, and any final disposition in person in the Dockets Office (see **ADDRESSES** section for address and phone number) between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

An informal docket may also be examined during normal business hours at the office of the Eastern Service Center, Federal Aviation Administration, Room 350, 1701 Columbia Avenue, College Park, Georgia 30337.

FOR FURTHER INFORMATION CONTACT: John Fornito, Airspace Specialist, Operations Support Group, Eastern Service Center, Air Traffic Organization, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-6364.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to comment on this 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 (FAA docket number. FAA-2014-0014; Airspace Docket No. 13-ASO-27) and be submitted in triplicate to the Docket Management

System (see **ADDRESSES** section for address and phone number). You may also submit comments through the Internet at <http://www.regulations.gov>. Those wishing the FAA to acknowledge receipt of their comments on this rulemaking must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. The postcard will be date/time stamped and returned to the commenter. All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this document may be changed in light of the comments received. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

An electronic copy of this document may be downloaded from and comments submitted through <http://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at http://www.faa.gov/air_traffic/publications/airspace_amendments/. Additionally, any person may obtain a copy of this document by submitting a request to the Federal Aviation Administration (FAA), Office of Air Traffic Airspace Management, ATA-400, 800 Independence Avenue SW., Washington, DC 20591, or by calling (202) 267-8783. Communications must identify both docket numbers for this document. Persons interested in being placed on a mailing list for future NPRM's should contact the FAA's Office of Rulemaking, (202) 267-9677, to request a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

The Proposal

The FAA is considering an amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 to establish Class D airspace within a 4.2-mile radius of Paulding Northwest Atlanta Airport, Dallas, GA, formerly Paulding County Regional Airport; and amend existing Class E airspace extending upward from 700 feet above the surface to within a 6.7-mile radius of the airport. Controlled airspace is necessary to support the operation of the proposed temporary air traffic control tower, and would enhance the safety and management of IFR operations.

Class D and E airspace designations are published in Paragraphs 5000 and

6005 respectively, of FAA Order 7400.9X, dated August 7, 2013, and effective September 15, 2013, which is incorporated by reference in 14 CFR 71.1. The Class D and E airspace designations listed in this document will be published subsequently in the Order.

The FAA has determined that this proposed 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. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed 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.

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 proposed 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 proposed regulation is within the scope of that authority as it would establish Class D and amend existing Class E airspace at Paulding Northwest Atlanta Airport, Dallas, GA.

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1E, “Environmental Impacts: Policies and Procedures” prior to any FAA final regulatory action. It is anticipated that this environmental analysis will be incorporated into the environmental document described in more detail at 79 FR 22177 (May 21, 2014).

Lists of Subjects in 14 CFR Part 71:

Airspace, Incorporation by reference, Navigation (Air).

The Proposed Amendment

In consideration of the foregoing, 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 Part 71 will continue to read as follows:

Authority: 49 U.S.C. 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 Federal Aviation Administration Order 7400.9X, Airspace Designations and Reporting Points, dated August 7, 2013, and effective September 15, 2013, is amended as follows:

Paragraph 5000 Class D Airspace

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ASO GA D Dallas, GA [New]

Paulding Northwest Atlanta Airport, GA
(Lat. 33°54′43″ N., long. 84°56′26″ W.)

That airspace extending upward from the surface up to and including 2,500 feet MSL within a 4.2-mile radius of Paulding Northwest Atlanta Airport. This Class D airspace area is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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

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ASO GA E5 Dallas, GA [Amended]

Paulding Northwest Atlanta Airport, GA
(Lat. 33°54′43″ N., long. 84°56′26″ W.)

That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of Paulding Northwest Atlanta Airport.

Issued in College Park, Georgia, on September 2, 2014.

Myron A. Jenkins,

Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2014–21582 Filed 9–9–14; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Parts 610 and 680

[Docket No. FDA–2014–N–1110]

Revocation of General Safety Test Regulations That Are Duplicative of Requirements in Biologics License Applications; Correction

AGENCY: Food and Drug Administration, HHS.

ACTION: Proposed rule; correction.

SUMMARY: The Food and Drug Administration is correcting a proposed rule entitled “Revocation of General Safety Test Regulations That Are Duplicative of Requirements in Biological License Applications” that appeared in the **Federal Register** of August, 22, 2014. The document proposed to amend the biologics regulations by removing the general safety test requirements for biological products. The document published with the incorrect title. This document corrects that error.

FOR FURTHER INFORMATION CONTACT: Lori J. Churchyard, Center for Biologics Evaluation and Research, Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 71, Rm. 7301, Silver Spring, MD 20993–0002, 240–402–7911.

SUPPLEMENTARY INFORMATION: In the **Federal Register** of August 22, 2014, in FR Doc. 2014–19888, on page 49727, the following correction is made:

1. On page 49727, in the third column, in the heading of the document, “Revocation of General Safety Test Regulations That Are Duplicative of Requirements in Biological License Applications” is corrected to read “Revocation of General Safety Test Regulations That Are Duplicative of Requirements in Biologics License Applications”.

Dated: September 3, 2014.

Leslie Kux,

Assistant Commissioner for Policy.

[FR Doc. 2014–21481 Filed 9–9–14; 8:45 am]

BILLING CODE 4164–01–P