

**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.*

\* \* \* \* \*

**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]

**BILLING CODE 4910–13–P**

**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](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

Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-6364.

#### 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 amends Class E airspace at the Tennessee airports listed in this final rule.

##### History

In a review of the airspace, the FAA found the airspace description for Class E Airspace at McKellar-Sipes Regional Airport, Jackson, TN, and Tri-Cities Regional Airport, Tri-Cities, TN, as published in FAA Order 7400.9Z, Airspace Designations and Reporting Points, does not match the FAA's charting information. This administrative change to remove the NOTAM information to be in concert with the FAA's aeronautical database.

Class E airspace designations are published in paragraphs 6004 of FAA Order 7400.9Z dated August 6, 2015, and effective September 15, 2015, which is incorporated by reference in 14 CFR part 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

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

This document amends 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 Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) Part 71 by eliminating the NOTAM information that reads "This Class E airspace area is effective during the specific dates and

times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory." from the regulatory text of Class E airspace designated as an extension to Class D at McKellar-Sipes Regional Airport, Jackson, TN; and Tri-Cities Regional Airport, Tri-Cities, TN. This is an administrative change amending the description for the above Tennessee airports to be in concert with the FAA's aeronautical database, and does not affect the boundaries, or operating requirements of the airspace, therefore, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

##### 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 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, effective September 15, 2015, is amended as follows:

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

\* \* \* \* \*

#### ASO TN E4 Jackson, TN [Amended]

McKellar-Sipes Regional Airport, TN  
(Lat. 35°35'59" N., long. 88°54'56" W.)  
McKellar VOR/DME  
(Lat. 35°36'13" N., long. 88°54'38" W.)

That airspace extending upward from the surface within 3.1 miles each side of the McKellar VOR/DME 206° radial, extending from the 4.2-mile radius of McKellar-Sipes Regional Airport to 7 miles southwest of the VOR/DME.

#### ASO TN E4 Tri-Cities, TN

Tri-Cities Regional Airport, TN/VA  
(Lat. 36°28'31" N., long. 82°24'27" W.)

That airspace extending from the surface within 2.5-miles either side of the 043° bearing from Tri-Cities Regional Airport, extending from the 4.3-mile radius of the airport to 6.8-miles northeast of the airport.

Issued in College Park, Georgia, on March 15, 2016.

**Ryan W. Almasy,**

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

[FR Doc. 2016-06933 Filed 3-28-16; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2015-3773; Airspace Docket No. 15-ANM-22]

#### Amendment of Class E Airspace; Deer Lodge MT

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace extending upward from 700 feet above the surface at Deer Lodge-