DEPARTMENT OF ENERGY

10 CFR Part 430


RIN 1904–AD69

Energy Conservation Program: Energy Conservation Standards for Uninterruptible Power Supplies; Correction


ACTION: Notice of proposed rulemaking (NPRM); correction.

SUMMARY: The U.S. Department of Energy (DOE) published a document in the Federal Register on August 5, 2016, concerning a notice of proposed rulemaking and announcement of public meeting regarding energy conservation standards for uninterruptible power supplies. 81 FR 52196. The NOPR provided that the public meeting would be held on September 9, 2016. However, due to a scheduling conflict amongst stakeholders, DOE is changing the date of the public meeting to Friday, September 16, 2016, beginning at 9:30 a.m. All other dates, including the date that the comment period closes, remain unchanged.

DATES: This correction is effective August 15, 2016.


Correction

In the Federal Register published on August 5, 2016, (81 FR 52196), in FR Doc. 2016–18446, the following correction should be made:

On page 52196, under the DATES section, Meeting, is corrected to read:

Meeting: DOE will hold a public meeting on Friday, September 16, 2016, from 9:30 a.m. to 2:00 p.m., in Washington, DC. The meeting will also be broadcast as a webinar. See section VII. “Public Participation,” for webinar registration information, participant instructions, and information about the capabilities available to webinar participants.
The Proposal

The FAA is proposing an amendment to Title 14 Code of Federal Regulations (14 CFR) Part 71 by modifying Class E airspace designated as an extension to a Class D or Class E surface area, and Class E airspace extending upward from 700 feet above the surface at Mahlon Sweet Field Airport, Eugene, OR. The Class E surface extension to the north would be slightly modified to contain aircraft using the VOR–A approach, and the extension to the south would be enlarged to contain aircraft using the RNP (RNAV) Z instrument approaches as they descend below 1,000 feet above the surface. Class E airspace extending upward from 700 feet above the surface would be reduced to the northeast and west of the airport, to only that area necessary to contain IFR arrival aircraft, descending below 1,500 feet above the surface, and IFR departure aircraft, until reaching 1,200 feet above the surface, and the Class E airspace extending upward from 1,200 feet above the surface would be revoked, as this airspace area is provided by the Bend, OR Class E En Route airspace area, and duplication is not necessary.

This action also would create stand-alone Class E airspace extending upward from 700 feet above the surface for Corvallis Municipal Airport, Corvallis, OR, thereby removing reference to Corvallis Municipal Airport from the Mahlon Sweet Field Airport airspace designation. The overall Class E airspace area near Corvallis Municipal Airport would remain generally the same, with a slight reduction north, and a slight enlargement west of the airport. The geographic coordinates of these airports would be updated for all Class D and Class E airspace areas. Class D and E airspace designations are published in paragraphs 5000, 6002, 6004, 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 E airspace designations listed in this document will be published subsequently in the Order.

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

§ 71.1 [Amended]

■ 1. The authority citation for 14 CFR Part 71 continues to read as follows:


§ 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 5000 Class D Airspace.

* * * * *

ANN OR D Eugene, OR [Modified]

Mahlon Sweet Field Airport, OR.

(Lat. 44°07′29″ N., long. 123°12′43″ W.)

That airspace extending upward from the surface to and including 2,900 feet MSL within a 4.6-mile radius of Mahlon Sweet Field 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 continuously published in the Chart Supplement.

Paragraph 6002 Class E Airspace Designated as Surface Areas.

* * * * *
ANM OR E Eugene, OR [Modified]  
Mahlon Sweet Field Airport, OR  
(Lat. 44°07′29″ N., long. 123°12′43″ W.)  
That airspace extending upward from the surface within a 4.6-mile radius of Mahlon Sweet Field Airport, OR  

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

**ANM OR E Eugene, OR [Modified]**  
Mahlon Sweet Field Airport, OR  
(Lat. 44°07′29″ N., long. 123°12′43″ W.)  
That airspace extending upward from the surface within a 4.6-mile radius of Mahlon Sweet Field Airport, OR  

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

**ANM OR E Eugene, OR [Modified]**  
Corvallis Municipal Airport, OR  
(Lat. 44°29′50″ N., long. 123°17′22″ W.)  
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Corvallis Municipal Airport, and 2.4 miles each side of the airport 007° bearing, extending from the 6-mile radius to 12.4 miles north of the airport, and 2.6 miles each side of the airport 104° bearing extending from the 6-mile radius to 7.1 miles east of the airport, and 2 miles each side of the airport 188° bearing extending from the 6-mile radius to 7.1 miles south of the airport.  

**ANM OR E Eugene, OR [Modified]**  
Mahlon Sweet Field Airport, OR  
(Lat. 44°07′29″ N., long. 123°12′43″ W.)  
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Mahlon Sweet Field Airport, and that airspace within the area bounded by the airport 098° bearing clockwise to the airport 138° bearing, extending from the 6-mile radius to 18.3 miles southeast of the airport, and within the area bounded by the airport 138° bearing clockwise to the 170° bearing, extending from the 6-mile radius to 13.5 miles southeast of the airport, and within the area bounded by the airport 170° bearing clockwise to the 234° bearing, extending from the 6-mile radius to 18.3 miles southwest of the airport, and that airspace within 3.6 miles east and 0.5 miles west of the airport 098° bearing, extending from the 6-mile radius to 16 miles north of the airport.  


**Byron Chew**  
Acting Manager, Operations Support Group, Western Service Center.  

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DEPARTMENT OF TRANSPORTATION  
Federal Aviation Administration  

14 CFR Part 71  


Proposed Amendment of Class E Airspace, Albany, OR  

AGENCY: Federal Aviation Administration (FAA), DOT.  
ACTION: Notice of proposed rulemaking (NPRM).  

SUMMARY: This action proposes to modify Class E airspace at Albany Municipal Airport, Albany, OR. Advances in Global Positioning System (GPS) mapping accuracy and a reliance on precise geographic coordinates to define airport and airspace reference points have made airspace redesign necessary for the safety and management of Instrument Flight Rules (IFR) operations.  

DATES: Comments must be received on or before September 29, 2016.  

ADDRESSES: Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590; telephone: 1–800–647–5527, or (202) 366–9826. You must identify FAA Docket No. FAA–2016–3992; Airspace Docket No. 15–ANM–14, at the beginning of your comments. You may also submit comments through the Internet at http://www.regulations.gov. You may view 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/. For further information, you can contact the airspace Policy Group, Western Service Center, 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: Tom Clark, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203–4511.  

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 Albany Municipal Airport, Albany, OR.  

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. Persons 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–2015–3992/Airspace Docket No. 15–ANM–14.” The postcard will be date/time stamped and returned to the commenter.