

air traffic service routes, and reporting points.

### The Rule

This amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 removes Class E surface area airspace at Farmington Regional Airport, Farmington, MO, as it is not in compliance with FAA Order JO 7400.2K and the airport does not meet the requirements for Class E surface area airspace. This action also modifies Class E airspace extending upward from 700 feet above the surface at the following airports:

Within a 6.8-mile radius (increased from a 6.3-mile radius) of Ava Bill Martin Memorial Airport, Ava, MO, with a segment extending from the 6.8-mile radius to the Dogwood VHF omnidirectional range collocated tactical air navigation (VORTAC) west/northwest of the airport;

Within a 6.4-mile radius of Cameron Memorial Airport, Cameron, MO, removing the extension south of the airport;

Within a 6.4-mile radius (decreased from a 6.9-mile radius) of Chillicothe Municipal Airport, Chillicothe, MO;

Within a 6.4-mile radius of Farmington Regional Airport, Farmington, MO, with a segment extending from the 6.4-mile radius to 11.5 miles southwest of the airport, and a segment extending from the 6.4-mile radius to the Farmington VORTAC; and

Within a 6.9-mile radius (increased from the 6.2-mile radius) of Festus Memorial Airport, Festus, MO, with a segment extending from the 6.9-mile radius to 8.8 miles south of the airport, and removing the decommissioned Festus NDB from the boundary description.

Airspace reconfiguration is necessary due to the decommissioning of NDBs including the Cameron NDB and Festus NDB: cancellation of NDB approaches; and implementation of RNAV procedures at these airports. Controlled airspace is necessary for the safety and management of the standard instrument approach procedures for IFR operations at these airports.

### 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 5–6.5.a. 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 7400.11A, Airspace Designations and Reporting Points, dated August 3, 2016, and effective September 15, 2016, is amended as follows:

*Paragraph 6002 Class E Airspace Designated as Surface Areas.*

\* \* \* \* \*

#### ACE MO E2 Farmington, MO [Removed]

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

\* \* \* \* \*

#### ACE MO E5 Ava, MO [Amended]

Ava Bill Martin Memorial Airport, MO  
(Lat. 36°58'19" N., long. 92°40'55" W.)  
Dogwood VORTAC  
(Lat. 37°01'24" N., long. 92°52'37" W.)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Ava Bill Martin Memorial Airport, and within 1.8 miles each side of the 107° radial of the Dogwood VORTAC extending from the 6.8-mile radius to the VORTAC.

\* \* \* \* \*

#### ACE MO E5 Cameron, MO [Amended]

Cameron Memorial Airport, MO  
(Lat. 39°43'39" N., long. 94°16'35" W.)

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

\* \* \* \* \*

#### ACE MO E5 Chillicothe, MO [Amended]

Chillicothe Municipal Airport, MO  
(Lat. 39°46'55" N., long. 93°29'47" W.)

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

\* \* \* \* \*

#### ACE MO E5 Farmington, MO [Amended]

Farmington Regional Airport, MO  
(Lat. 37°45'40" N., long. 90°25'43" W.)

Farmington VORTAC  
(Lat. 37°40'24" N., long. 90°14'03" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Farmington Regional Airport, and within 4 miles each side of the 204° bearing from the airport extending from the 6.4-mile radius to 11.5 miles southwest of the airport, and within 2 miles each side of the Farmington VORTAC 299° radial extending from the 6.4-mile radius of the airport to the VORTAC.

\* \* \* \* \*

#### ACE MO E5 Festus, MO [Amended]

Festus Memorial Airport, MO  
(Lat. 38°11'42" N., long. 90°23'08" W.)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of Festus Memorial Airport, and within 2 miles each side of the 188° bearing from the airport extending from the 6.9-mile radius to 8.8 miles south of the airport.

Issued in Fort Worth, Texas, on February 1, 2017.

**Walter Tweedy,**

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

[FR Doc. 2017–03518 Filed 2–24–17; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2016–6271; Airspace  
Docket No. 16–AGL–15]

#### Establishment of Class E Airspace; Iron Mountain, MI

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes additional Class E en route domestic airspace around the Iron Mountain VHF omnidirectional range/distance measuring equipment, MI, to facilitate vectoring of Instrument Flight Rules (IFR) aircraft under control of Minneapolis Air Route Traffic Control Center (ARTCC). This action enhances the safety and efficiency of IFR operations within the National Airspace System. This action also removes the Federal airways exclusionary language from the regulatory text. Additionally, the correct navigation aid is noted in Class E 700 foot airspace.

**DATES:** Effective 0901 UTC, April 27, 2017. 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 7400.11A and publication of conforming amendments.

**ADDRESSES:** FAA Order 7400.11A, Airspace Designations and Reporting Points, and subsequent amendments can be viewed on line 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 this material 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 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

**FOR FURTHER INFORMATION CONTACT:** Raul Garza, Jr., Central Service Center, Operations Support Group, Federal Aviation Administration, Southwest Region, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone: (817) 222-5874.

**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 establishes controlled airspace in the Iron Mountain, MI, area.

**History**

On July 29, 2016, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish additional Class E en route airspace in the Iron Mountain, MI area. (81 FR 49902) Docket No. FAA-2016-6271. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

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

This document amends FAA Order 7400.11A, Airspace Designations and Reporting Points, dated August 3, 2016, and effective September 15, 2016. FAA Order 7400.11A is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11A lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

**The Rule**

This amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 establishes additional Class E en route airspace extending upward from 1,200 feet above the surface at the Iron Mountain VOR/DME, Iron Mountain, MI, and adds additional controlled airspace to the southern and northern boundaries of the Iron Mountain en route airspace area, and removes exclusionary information from the regulatory text. This action provides controlled airspace enabling Minneapolis ARTCC greater latitude to use radar vectors and altitude changes within the entire area north and northwest of the Iron Mountain, MI, VOR/DME and removes unnecessary exclusionary language for clarity.

This action also amends Class E airspace extending upward from 700 feet above the surface at Iron Mountain/Kingford, Ford Airport, MI, to reflect the name change of the navigation aid from Iron Mountain VORTAC to Iron Mountain VOR/DME.

Class E airspace designations are published in Sections 6005 and 6006, respectively, of FAA Order 7400.11A, dated August 3, 2016, and effective September 15, 2016, 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 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 exists 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 7400.11A, Airspace Designations and Reporting Points, dated August 3, 2016, effective

September 15, 2016, is amended as follows:

*Paragraph 6006 En Route Domestic Airspace Areas.*

\* \* \* \* \*

**AGL MI E6 Iron Mountain, MI [Amended]**

Iron Mountain VOR/DME, MI  
(Lat. 45°48'58" N., long. 088°06'44" W.)  
Thunder Bay Airport, ON, Canada  
(Lat. 48°22'19" N., long. 089°19'26" W.)

That airspace extending upward from 1,200 feet above the surface within an area bounded by lat. 47°05'00" N., long. 086°40'39" W.; to lat. 47°05'00" N., long. 088°27'44" W.; to the Iron Mountain VOR/DME; to lat. 46°16'21" N., long. 089°47'13" W.; to lat. 46°52'34" N., long. 090°13'09" W. on the eastern boundary of the Wisconsin E5 airspace area; thence northeast along the boundary of the Wisconsin and Minnesota E5 airspace areas to the intersection of the 35 NM radius of the Thunder Bay Airport; thence counterclockwise along the 35 NM radius of the Thunder Bay Airport to the intersection of the southern boundary of the Upper Peninsula E6 airspace area; thence southeast along the boundary of the Upper Peninsula E6 airspace area to the point of beginning.

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

\* \* \* \* \*

**AGL MI E5 Iron Mountain, MI [Amended]**

Iron Mountain/Kingsford, Ford Airport, MI  
(Lat. 45°49'06" N., long. 88°06'52" W.)  
Iron Mountain VOR/DME  
(Lat. 45°48'58" N., long. 88°06'44" W.)

That airspace extending upward from 700 feet above the surface within an 8.7-mile radius of Iron Mountain VOR/DME, and within 5.2 miles west and 8.3 miles east of the Iron Mountain ILS localizer south course extending from the 8.7-mile radius to 21 miles south of the Iron Mountain/Kingsford, Ford Airport, and within 4.4 miles each side of the Iron Mountain ILS localizer north course extending from the 8.7-mile radius to 16 miles north of the airport.

Issued in Fort Worth, TX, on February 2, 2016.

**Christopher L. Southerland,**

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

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2016-6967; Airspace Docket No. 16-AWP-7]

**Amendment of Class E Airspace; Santa Rosa, CA**

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace designated as an extension to a Class D airspace at Charles M. Schulz-Sonoma County Airport, Santa Rosa, CA, by reducing the northwest segment and adding a segment southeast of the airport, and adds part-time Notice to Airmen (NOTAM) information. This action also amends Class E airspace extending upward from 700 feet above the surface to include only that area required for the safety and management of Instrument Flight Rules (IFR) operations at the airport. Further, the proposed change to the geographic coordinates of the airport for the Class D and E airspace areas is not finalized in this action because those changes were made in a prior rulemaking.

**DATES:** Effective 0901 UTC, April 27, 2017. 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 7400.11 and publication of conforming amendments.

**ADDRESSES:** FAA Order 7400.11, Airspace Designations and Reporting Points, and subsequent amendments can be viewed on line 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 this material 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 7400.11, 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 modifies controlled airspace at Charles M. Schulz-Sonoma County Airport, Santa Rosa, CA.

**History**

On June 24, 2016, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) (81 FR 41280), Docket No. FAA-2016-6967, to modify Class E airspace designated as an extension to a Class D airspace, and Class E airspace extending upward from 700 feet above the surface at Charles M. Schulz-Sonoma County Airport, Santa Rosa, CA. The FAA also proposed to update the geographical coordinates of the airport for both Class D and E airspace areas. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Subsequent to publication, the FAA found that the geographic coordinates of the airport already had been amended for Class D airspace, and Class E airspace designated as an extension (80 FR 48686, August 14, 2015); and for Class E airspace extending upward from 700 feet above the surface (80 FR 48426, August 13, 2015). As the only proposed change to the Class D airspace information was the geographic coordinates of the airport, the FAA is withdrawing the Class D change from this final rule.

Class E airspace designations are published in paragraphs 6004 and 6005, respectively, of FAA Order 7400.11A, dated August 3, 2016, and effective September 15, 2016, which is incorporated by reference in 14 CFR part 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.