The Rule

This amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 amends Class E airspace extending upward from 700 feet above the surface within a 7.1-mile radius (increased from a 6.8 mile radius) of Evansville Regional Airport, Evansville, IN. The segment 4.4-miles wide (2.2 miles from each side of the 001° bearing from the airport) extending from the 6.8-mile radius is modified to a 4-mile wide segment extending from the 7.1-mile radius of the airport to 11.6 miles (increased from 11.2 miles) north of the airport.

The 4.4-mile wide segment (2.2 miles from each side of the 181° bearing from the airport) extending from the 6.8-mile radius of the airport to 11.3 miles south of the airport is removed.

The Pocket City VORTAC navigation aid segment is amended to within a 7.1-mile radius (from a 6.8-mile radius) of the airport to the VORTAC. Airspace reconfiguration is necessary due to the decommissioning of the Evansville NDB and cancellation of the NDB approaches, and enhances the safety and management of the standard instrument approach procedures for IFR operations at the airport.

The amendment of Class C airspace at Evansville Regional Airport, included in this rule in error, is removed and will be addressed in a separate rulemaking.

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

§ 71.1 [Amended]

1. The authority citation for part 71 continues to read as follows:


§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.11B, Airspace Designations and Reporting Points, dated August 3, 2017, and effective September 15, 2017, 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 Evansville, IN [Amended]

Evansville Regional Airport, IN (Lat. 38°02′22″ N., long. 87°31′43″ W.)

Pocket City VORTAC (Lat. 37°55′42″ N., long. 87°45′45″ W.)

That airspace extending upward from 700 feet above the surface within a 7.1-mile radius of Evansville Regional Airport, and within 2 miles each side of the 001° bearing from the airport extending from the 7.1-mile radius to 11.6 miles north of the airport, and within 4 miles each side of the Pocket City VORTAC 060° radial extending from the 7.1-mile radius to the VORTAC.

Issued in Fort Worth, Texas, on September 29, 2017.

Christopher L. Southerland,

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

[FR Doc. 2017–21509 Filed 10–6–17; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA–2016–8927; Airspace Docket No. 15–ANN–24]

Establishment of Restricted Area R–2603; Fort Carson, CO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes restricted area R–2603 within the existing Fort Carson, CO, Pinon Canyon Maneuver Site (PCMS), near Trinidad, CO. The U.S. Army requires additional restricted airspace because the restricted area ranges at Fort Carson are not large enough to meet all training requirements. R–2603 will provide increased ground-to-air, air-to-ground, and air-to-air battle space to increase training capacity and relieve training congestion at Fort Carson.

DATES:

Effective date: 0901 UTC, December 7, 2017.

FOR FURTHER INFORMATION CONTACT:


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 the 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 the restricted area airspace at Fort Carson, CO, to accommodate essential Army training requirements and ensure the safety of aircraft otherwise permitted to overfly the location established for Army training.

History

The FAA published in the Federal Register a notice of proposed rulemaking (NPRM) [81 FR 62847, 99

AGL IN E5 Evansville, IN [Amended]

Evansville Regional Airport, IN (Lat. 38°02′22″ N., long. 87°31′43″ W.)

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That airspace extending upward from 700 feet above the surface within a 7.1-mile radius of Evansville Regional Airport, and within 2 miles each side of the 001° bearing from the airport extending from the 7.1-mile radius to 11.6 miles north of the airport, and within 4 miles each side of the Pocket City VORTAC 060° radial extending from the 7.1-mile radius to the VORTAC.

Issued in Fort Worth, Texas, on September 29, 2017.

Christopher L. Southerland,

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

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DEPARTMENT OF TRANSPORTATION

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ACTION: Final rule.

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DATES:

Effective date: 0901 UTC, December 7, 2017.

FOR FURTHER INFORMATION CONTACT:


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Authority for this Rulemaking

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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 the 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 the restricted area airspace at Fort Carson, CO, to accommodate essential Army training requirements and ensure the safety of aircraft otherwise permitted to overfly the location established for Army training.

History

The FAA published in the Federal Register a notice of proposed rulemaking (NPRM) [81 FR 62847,
initiate the approach from this fix or be vectored to intercept the radial inbound from RADIO with minimal impact to general aviation aircraft.

**Impacts to Visual Flight Rules (VFR) Aircraft**

AOPA stated pilots flying under VFR routinely follow prominent railroads and highways to get to their destination. US Route 350 and a parallel railroad proceed from TAD to La Junta Municipal Airport. Following this route would keep a pilot clear of the restricted area; however, the western boundary point is uncomfortably close for many pilots to utilize this route without proceeding unnecessarily north of the road and tracks.

The FAA has determined that only the most northwest point of the proposed restricted area is close to US Route 350. The closest point for this momentary instance is .12 NM from US 350 and .20 NM from the railroad tracks. VFR aircraft flying over either of these reference points would be clear of the proposed restricted area’s closest point. Beyond this point, the distance from the proposed restricted area increases rapidly in both directions. Aircraft utilizing these ground reference points would have a clear boundary identifying they are clear of the restricted area. As long as the aircraft remain over the highway or train tracks, the restricted airspace will not be violated.

**Charting of the Restricted Area**

AOPA requested the activation of the new restricted area should occur concurrently or after the charting of the airspace on the Denver and Wichita Sectional Charts. Additionally, the FAA should make the effective date of restricted area airspace coincide with the sectional chart cycle so that pilots have the latest information and a graphical depiction of the change. Lastly, the instrument approach procedures to airports in proximity to R–2603 should be updated to graphically depict the new restricted area to increase situational awareness for instrument pilots.

**Differences From the NPRM**

Subsequent to publication of the NPRM, it was requested by the FAA charting team to change the order of the lat./long. coordinates to a clockwise direction vice a counter clockwise direction for ease of charting. Additionally, in response to a comment from AOPA, the FAA identified a geographic lat./long. coordinate which was relocated to ensure ample separation from airway V–169. The following restricted area update is incorporated in this action.

The geographic lat./long. coordinates are reversed for a clockwise listing of lat./long. coordinates. Additionally, the
The FAA is amending Title 14 Code of Federal Regulations (14 CFR) part 73 to establish a new restricted area R–2603 at the Pinon Canyon Maneuver Site, near Trinidad, CO. The FAA is also incorporating the restricted area updates noted in the Differences from the NPRM section. The FAA is taking this action to ensure realistic Army training which provides increased ground-to-air, air-to-ground, and air-to-air battle space to increase training capacity and relieve training congestion at Fort Carson. The changes from what was proposed in the NPRM are as follows:

R–2603: The geographic coordinate proposed as “lat. 37°38′33″ N., long. 103°35′11″ W.” in the boundaries description is deleted and replaced by a point identified as “lat. 37°38′28″ N., long. 103°42′40″ W.” The legal description of R–2603 was changed from a counter clockwise direction to a clockwise direction.

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 Department of Transportation (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 of establishing restricted area R–2603 within the existing Fort Carson, CO, Pinon Canyon Maneuver Site (PCMS), near Trinidad, CO, qualifies for FAA adoption in accordance with FAA Order 1050.1F, paragraphs 8–2 and 9–2, Adoption of Other Agencies’ National Environmental Policy Act Documents, and Written Re-evaluations, and 7400.2L, paragraph 32–2–3. The purpose of creating and utilizing the Restricted Area (RA) is to allow for increased ground-to-air, air-to-ground, and air-to-air battle space to increase training capacity and relieve training congestion at Fort Carson. The FAA, after conducting an independent review and evaluation of the United States Army’s Final Environmental Impact Statement of the Pinon Canyon Maneuver Site Training and Operations (EIS) and Record of Decision (ROD) for Restricted Area R–2603 at Fort Carson, CO, has determined that the Army’s EIS and its supporting documentation adequately assesses and discloses the environmental impacts of the Proposed Action including evaluation of the establishment of airspace for restricted airspace area R–2603. In March 2013, the Army Environmental Command and Fort Carson released the EIS regarding the Pinon Canyon Maneuver Site (PCMS) Training and Operations located in Colorado. On May 1, 2015, the Army issued their ROD. The Army prepared its EIS and ROD in compliance with NEPA and Army-specific environmental regulations (32 CFR part 651).

Based on the evaluation for potential environmental impact in the Army’s EIS, the FAA, as the Cooperating Agency for the Army’s proposed action, concluded that adoption of the Army’s EIS evaluating the proposed establishment of R–2603 is authorized in accordance with 40 CFR 1506.3, Adoption. Accordingly, FAA adopts the Army’s EIS and takes full responsibility for the scope and content that address the FAA’s airspace establishment action.

List of Subjects in 14 CFR Part 73
Airspace, Prohibited areas, Restricted areas.

The Amendment
In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

PART 73—SPECIAL USE AIRSPACE

§ 73.26 [Amended]

1. The authority citation for part 73 continues to read as follows:


2. Section 73.26 is amended as follows:

R–2603 Fort Carson, CO [New]

Boundaries: Beginning lat. 37°22′30″ N., long. 104°04′47″ W.; to lat. 37°32′27″ N., long. 104°06′32″ W.; to lat. 37°32′27″ N., long. 104°02′15″ W.; to lat. 37°33′21″ N., long. 103°57′55″ W.; to lat. 37°35′59″ N., long. 103°54′40″ W.; to lat. 37°38′10″ N., long. 103°48′47″ W.; to lat. 37°38′32″ N., long. 103°48′43″ W.; to lat. 37°38′28″ N., long. 103°42′40″ W.; to lat. 37°32′46″ N., long. 103°42′46″ W.; to lat. 37°21′10″ N., long. 103°54′41″ W.; to lat. 37°21′15″ N., long. 104°02′35″ W.; thence to the point of beginning.

Issued in Washington, DC, on October 3, 2017.
Scott M. Rosenbloom, Acting Manager, Airspace Policy Group.

DEPARTMENT OF HEALTH AND HUMAN SERVICES
Food and Drug Administration
21 CFR Part 870
[Docket No. FDA–2017–N–1620]

Medical Devices; Cardiovascular Devices; Classification of the Adjunctive Cardiovascular Status Indicator; Correction

AGENCY: Food and Drug Administration, HHS.

ACTION: Final order; correction.

SUMMARY: The Food and Drug Administration (FDA) is correcting a final order entitled “Medical Devices; Cardiovascular Devices; Classification of the Adjunctive Cardiovascular Status Indicator” that appeared in the Federal Register of July 28, 2017. The final order was published with an incorrect statement in the preamble about whether FDA planned to exempt the device from premarket notification requirements. This document corrects that error.


FOR FURTHER INFORMATION CONTACT: Nathalie Yarkony, Center for Devices and Radiological Health, Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 66, Rm. 1254, Silver Spring, MD 20993–0002, Nathalie.yarkony@fda.hhs.gov.

SUPPLEMENTARY INFORMATION: In the Federal Register of July 28, 2017 (82 FR 35065), FDA published the final order “Medical Devices; Cardiovascular Devices; Classification of the Adjunctive Cardiovascular Status Indicator.” The final order published with an incorrect statement in the preamble about