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.

The FAA’s authority to issue rules 
regarding aviation safety is found in 
Title 49 of the U.S. 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 
controlled airspace at Austin-Straubel International Airport, Green Bay, WI.

List 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 14 CFR 
Part 71 continues 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 the Federal Aviation 
Administration Order 7400.9X, Airspace 
Designations and Reporting Points, 
dated August 7, 2013, and effective 
September 15, 2013, is amended as 
sfollows:

Paragraph 6002 Class E Airspace Areas 
Designated as a Surface Area. 

AGL WI E2 Green Bay, WI [Amended]
Green Bay, Austin Straubel International 
Airport, WI 
(Lat. 44°29′05″ N., long. 88°07′47″ W.)
Within a 5-mile radius of the Austin 
Straubel International Airport. This Class E 
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 Airport/Facility Directory.

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

AGL WI E3 Green Bay, WI [Amended]
Green Bay, Austin Straubel International 
Airport, WI 
(Lat. 44°29′05″ N., long. 88°07′47″ W.)
That airspace extending upward from 700 
feet above the surface within a 6.9-mile 
radius of the Austin Straubel International 
Airport and within 2 miles each side of the 
180° bearing from the airport extending from 
the 6.9-mile radius to 12 miles south of the 
airport.

Issued in Fort Worth, Texas, on November 
25, 2013.

David P. Medina, 
Manager Operations Support Group, ATO 
Central Service Center.

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2013–0947; Airspace 
Docket No. 13–AGL–33]

Amendment of Class E Airspace; 
Grand Rapids, MI

AGENCY: Federal Aviation 
Administration (FAA), DOT.

ACTION: Final rule, technical 
amendment.

SUMMARY: This action amends Class E 
airspace within the Grand Rapids, MI, 
area by updating the airport name and 
geographic coordinates for Gerald R. 
Ford International Airport, formerly 
known as Kent County International 
Airport. This action does not change the 
boundaries or operating requirements of 
the airspace.

DATES: Effective date: 0901 UTC, 
February 6, 2014. The Director of the 
Federal Register approves this 
incorporation by reference action under 
1 CFR Part 51, subject to the annual 
revision of FAA Order 7400.9 and 
publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT:
Scott Enander, Central Service Center, 
Operations Support Group, Federal 
Aviation Administration, Southwest 
Region, 2601 Meacham Blvd., Fort 
Worth, TX 76137; telephone 817–321– 
7716.

SUPPLEMENTARY INFORMATION:

The Rule

This action amends Title 14 Code of 
Federal Regulations (14 CFR) Part 71 by 
adjusting the geographic coordinates 
within the Class E airspace areas, of 
Gerald R. Ford International Airport, 
Grand Rapids, MI, formerly known as Kent 
County International Airport, to 
coincide with the FAA’s aeronautical 
database. This is an administrative 
change and does not affect the 
boundaries, altitudes, or operating 
requirements of the airspace, therefore, 
otice and public procedures under 5 
U.S.C. 553(b) are unnecessary.

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. Therefore, this regulation: (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.

The FAA’s authority to issue rules 
regarding aviation safety is found in 
Title 49 of the U.S. 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 
controlled airspace at Gerald R. Ford 
International Airport, Grand Rapids, MI.

List 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 14 CFR 
part 71 continues to read as follows:
§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the 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 6002 Class E Airspace Areas Designated as a Surface Area.

AGL MI E2 Grand Rapids, MI [Amended]

Grand Rapids, Gerald R. Ford International Airport, MI

(Lat. 42°52′51″ N., long. 85°31′22″ W.)

Within a 5-mile radius of Gerald R. Ford International Airport. This Class E 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 Airport/Facility Directory.

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

AGL MI E5 Grand Rapids, MI [Amended]

Grand Rapids, Gerald R. Ford International Airport, MI

(Lat. 42°52′51″ N., long. 85°31′22″ W.)

At an altitude of 700 feet or more above the surface extending from 5-mile radius of Gerald R. Ford International Airport, and within a 6-mile radius of the point in Space serving Spectrum Medical Center/Downtown Campus.

Issued in Fort Worth, Texas, on November 23, 2013.

David P. Medina,
Manager Operations Support Group, ATO Central Service Center.

[FR Doc. 2013–29220 Filed 12–9–13; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71


Amendment of Class E Airspace; Del Rio, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E airspace at Del Rio, TX. Controlled airspace is necessary to accommodate new circling approach requirements at Laughlin Air Force Base (AFB). The FAA is taking this action to enhance the safety and management of Instrument Flight Rules (IFR) operations at the airport. Geographic coordinates are also updated.

DATES: Effective date: 0901 UTC, February 6, 2014. The Director of the Federal Register approves this incorporation by reference action under 1 CFR Part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Scott Enander, Central Service Center, Operations Support Group, Federal Aviation Administration, Southwest Region, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone 817–321–7716.

SUPPLEMENTARY INFORMATION:

History:

On August 26, 2013, the FAA published in the Federal Register a notice of proposed rulemaking (NPRM) to amend Class E airspace for the Del Rio, TX, area, creating additional controlled airspace at Laughlin AFB (78 FR 52716) Docket No. FAA–2013–0658. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received. Class E airspace designations are published in paragraph 311a. This airspace action 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.

The Rule:

This action amends Title 14 Code of Federal Regulations (14 CFR) Part 71 by amending Class E airspace designated as an extension to a Class C surface area at Laughlin AFB, Del Rio, TX. An additional segment to the north is needed to contain approach category E military aircraft conducting circling approaches to the airport, to retain the safety and management of IFR aircraft in Class E airspace to/from the en route environment. Geographic coordinates are also updated to coincide with the FAA’s aeronautical database.

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. Therefore, this regulation: (1) Is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant regulatory action” 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.

The FAA’s authority to issue rules regarding aviation safety is found in Title 49 of the U.S. 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 additional controlled airspace at Laughlin AFB, Del Rio, TX.

Environmental Review:

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, “Environmental Impacts: Policies and Procedures,” paragraph 311a. 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.

List 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 14 CFR Part 71 continues to read as follows: