traffic procedures and air navigation, it is
certified this rule, when promulgated,
will 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
discusses 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 Livingston,
Mission Field Airport, Livingston, MT.

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:

Authority: 49 U.S.C. 106(g), 40103, 40113,
40120; E.O. 10854, 24 FR 9565, 3 CFR,

§ 71.1 [Amended]

2. The incorporation by reference in
14 CFR 71.1 of the Federal Aviation
Administration Order 7400.9V, Airspace
Designations and Reporting Points,
dated August 9, 2011, and effective
September 15, 2011 is amended as
follows:

Paragraph 6002 Class E airspace designated
as surface areas.

* * * * *

ANM MT E2 Livingston, MT [Modified]
Livingston, Field Mission, MT
(Lat. 45°41′58″ N., long. 110°26′53″ W.)
Within a 4.1-mile radius of Mission Field
Airport, and within 2.7 miles each side of the
Mission Field Airport 340° bearing extending
from the 4.1-mile radius to 7 miles north of
the 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.

Issued in Seattle, Washington, on June 18,
2012.

Vered Lovett,
Acting Manager, Operations Support Group,
Western Service Center.

[FR Doc. 2012–15755 Filed 6–27–12; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2012–0345; Airspace
Docket No. 12–AWP–3]

Amendment of Class E Airspace;
Woodland, CA

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E
airspace at Watts-Woodland Airport,
Woodland, CA. The projected
deckommissioning of the Travis VOR,
Omni-Directional Radio Range (VOR) has
made this action necessary for the
safety and management of Instrument
Flight Rules (IFR) operations at the
airport. This action also makes a minor
adjustment to the geographic
coordinates of the airport.

DATES: Effective date, 0901 UTC,
September 20, 2012. 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:
Eldon Taylor, Federal Aviation
Administration, Operations Support
Group, Western Service Center, 1601
Lind Avenue SW., Renton, WA 8057;
telephone (425) 203–4537.

SUPPLEMENTARY INFORMATION:

History
On April 18, 2012, the FAA published in
the Federal Register a notice of
proposed rulemaking (NPRM) to amend
table controlled airspace at Woodland, CA (77
FR 23172). 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 National Aeronautical
Navigation Services requested a minor
adjustment to the geographic
coordinates of the airport be made.
Except for a minor editorial change, this
rule is the same as published in the
NPRM.

Class E airspace designations are
published in paragraph 6005, of FAA
Order 7400.9V dated August 9, 2011,
and effective September 15, 2011, which
is incorporated by reference in 14 CFR
71.1. The Class E airspace designations
listed in this document will be
published subsequently in that Order.

The Rule

This action amends Title 14 Code of
Federal Regulations (14 CFR) Part 71 by
amending Class E airspace extending
upward from 700 feet above the surface,
over Watts-Woodland Airport, Woodland,
CA. Airspace reconfiguration is
necessary due to the projected
deckommissioning of the Travis VOR,
and enhances the safety and
management of IFR operations at the
airport. The geographic coordinates of the
airport are adjusted to coincide with
the FAA’s aeronautical database.

The FAA has determined 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 will only affect air
traffic procedures and air navigation, it is
certified this rule, when promulgated,
will 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
discusses 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 Watts-Woodland Airport, Woodland, CA.

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:


§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9V, Airspace Designations and Reporting Points, dated August 9, 2011, and effective September 15, 2011, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AWP CA E5 Woodland, CA [Amended]
Woodland, Watts-Woodland Airport, CA (Lat. 38°40′26″ N., long. 121°52′19″ W.)

That airspace extending upward from 700 feet above the surface within a 2.6-mile radius of Watts-Woodland Airport, and within 2.6 miles each side of the Watts-Woodland Airport 133° bearing extending from the 2.6-mile radius to 8.1 miles southeast of Watts-Woodland Airport, and within 1.8 miles each side of the Watts-Woodland Airport 172° bearing extending from the 2.6-mile radius to 6 miles south of the airport, and within 1.9 miles each side of the Watts-Woodland Airport 345° bearing extending from the 2.6-mile radius to 7 miles north of the airport.


Vered Lovett,
Acting Manager, Operations Support Group, Western Service Center.

[FR Doc. 2012–15699 Filed 6–27–12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2011–1333; Airspace Docket No. 11–AWP–19]

Establishment of Class E Airspace; Eureka, NV

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Eureka, NV, to accommodate aircraft using a new Area Navigation (RNAV) Global Positioning System (GPS) standard instrument approach procedures at Eureka Airport, Eureka, NV. This improves the safety and management of Instrument Flight Rules (IFR) operations at the airport.

DATES: Effective date, 0901 UTC, September 20, 2012. The Director of the Federal Register approves this incorporation by reference action under 14 CFR part 71, subject to the annual publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT:
Eldon Taylor, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203–4537.

SUPPLEMENTARY INFORMATION:

History

On April 10, 2012, the FAA published in the Federal Register a notice of proposed rulemaking to establish controlled airspace at Eureka, NV (77 FR 21509). 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 were published in paragraph 6005, of FAA Order 7400.9V, dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in that Order.

The Rule

This rule amends Title 14 Code of Federal Regulations (14 CFR) Part 71 by establishing Class E airspace extending upward from 700 feet above the surface, at Eureka Airport, to accommodate IFR aircraft executing a new RNAV (GPS) standard instrument approach procedures at the airport. This action is necessary for the safety and management of IFR operations.

The FAA has determined 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 will only affect air traffic procedures and air navigation, it is certified this rule, when promulgated, will 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 1, Section 106 discusses 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 1, 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 at Eureka Airport, Eureka, NV.

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).