

(ii) MM: 13, 15.

(3) For all affected gliders, within the next 60 days after the effective date of this AD and repetitively thereafter at intervals not to exceed every 12 months, inspect the rudder cable tension and make any necessary corrections following the instructions from FM page 19.1a, Checking and Adjusting of the Cable Tension, as specified in ASK 21 TN No. 38, dated May 31, 2016.

(4) For all affected gliders, after the effective date of this AD, any glider modified with a rudder hand control system in accordance with ASK 21 TN No. 25 or TN No. 30 must also amend the FM and MM following the instructions in ASK 21 TN No. 38, dated May 31, 2016.

(g) Pilot Authorization

In addition to the provisions of 14 CFR 43.3 and 43.7, the actions required by paragraph (f)(1) through (2) of this AD may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the glider records showing compliance with this AD following 14 CFR 43.9 (a)(1) through (4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) *Airworthy Product*: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(i) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2016-0192, dated September 28, 2016, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-9382. For service information related to this AD, contact Alexander Schleicher GmbH & Co., Segelflugzeugbau, Germany, Alexander Schleicher Str. 1, D-36163 Poppenhausen (Wasserkuppe), telephone: +49 6658 89-0; fax: +49 6658 89-40; email: info@alexander-schleicher.de; Internet: <http://www.alexander-schleicher.de/en/flugzeuge/ask-21/>. You may review this referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas

City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

Issued in Kansas City, Missouri, on November 2, 2016.

Pat Mullen,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2016-27041 Filed 11-9-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2016-9295; Airspace Docket No. 16-AWP-16]

Proposed Amendment of Class E Airspace, Establishment of Class E En Route Airspace; Paso Robles, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to modify Class E surface area airspace, Class E airspace extending upward from 700 feet above the surface, and establish Class E en route airspace at Paso Robles, CA. After a review of the airspace, the FAA found redesign necessary to support new Instrument Flight Rules (IFR) standard instrument approach procedures, and en route operations where the Federal airway structure is inadequate, for the safety and management of aircraft operations at the airport. The geographic coordinates of the airport also would be adjusted.

DATES: Comments must be received on or before December 27, 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-2016-9295; Airspace Docket No. 16-AWP-16, at the beginning of your comments. You may also submit comments through the Internet at <http://www.regulations.gov>. You may review 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 7400.11A, 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, 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 FAA Order 7400.11A at NARA, call 202-741-6030, or go to http://www.archives.gov/federal-register/code_of_federal-regulations/ibr_locations.html.

FAA Order 7400.11, 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 would amend Class E airspace at Paso Robles Municipal Airport, Paso Robles, CA.

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-2016-9295/Airspace Docket No. 15-ANM-6." The postcard will be date/time stamped and returned to the commenter.

All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of the comments received. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

An electronic copy of this document may be downloaded through the Internet at <http://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at <http://www.regulations.gov>.

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (see the **ADDRESSES** section for the address and phone number) between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays. An informal docket may also be examined during normal business hours at the Northwest Mountain Regional Office of the Federal Aviation Administration, Air Traffic Organization, Western Service Center, Operations Support Group, 1601 Lind Avenue SW., Renton, WA 98057.

Availability and Summary of Documents Proposed for Incorporation by Reference

This document proposes to amend FAA Order 7400.11A, Airspace Designations and Reporting Points, dated August 3, 2015, 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 Proposal

The FAA is proposing an amendment to Title 14 Code of Federal Regulations (14 CFR) Part 71 by modifying Class E surface area airspace, Class E airspace extending upward from 700 feet above the surface, and establishing Class E en route airspace upward from 1,200 feet above the surface at Paso Robles

Municipal Airport, Paso Robles, CA. The FAA is transitioning from a system of ground based navigational aids, which are being decommissioned, to Global Navigation Satellite System (GNSS) for navigation and found airspace redesign necessary to support new GNSS standard instrument approach procedures and en route, point-to-point clearances for which the Federal airway structure is inadequate. The Class E surface area airspace would be slightly increased to contain arrival aircraft using IFR standard instrument approach procedures as they descend below 1,000 feet above the surface, and the language in the regulatory text excluding the Hunter Low A, Hunter Low B, and Roberts Military Operations Areas would be removed since exclusion is not necessary nor currently shown on published aeronautical charts. Also, the Class E airspace upward from 700 feet above the surface would be slightly enlarged north and southeast, and reduced southwest, to only that area necessary to contain IFR arrival aircraft as they descend below 1,500 feet above the surface, and IFR departure aircraft as they climb to 1,200 feet above the surface. Additionally, Class E en route airspace upward from 1,200 feet above the surface would be established to adjoin the Monterey, Lemoore, Bakersfield, and Santa Barbara Class E airspace areas upward from 1,200 feet above the surface, to provide en route controlled airspace where the Federal airway structure is inadequate. Also, this action would remove the existing Class E transitional airspace upward from 1,200 feet above the surface since this would no longer be necessary and would be redundant with the establishment of the larger en route airspace, described above. The geographic coordinates of the airport would be adjusted to be in concert with the FAA's aeronautical database.

Class E airspace designations are published in paragraph 6002, 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 D and 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 will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, would not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

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

- 1. The authority citation for 14 CFR 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.

* * * * *

AWP CA E2 Paso Robles, CA [Modified]

Paso Robles Municipal Airport, CA
(Lat. 35°40'22" N., long. 120°37'38" W.)
That airspace within a 5.7-mile radius of Paso Robles Municipal Airport.

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

* * * * *

AWP CA E5 Paso Robles, CA [Modified]

Paso Robles Municipal Airport, CA

(Lat. 35°40'22" N., long. 120°37'38" W.)

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of Paso Robles Municipal Airport from the 351° bearing of the airport clockwise to the 040° bearing, and within a 5.7-mile radius from the 040° bearing of the airport clockwise to the 128° bearing, and within a 9-mile radius from the 128° bearing of the airport clockwise to the 168° bearing, and within a 7-mile radius from the 168° bearing of the airport clockwise to the 209° bearing, and within a 5.7-mile radius from the 209° bearing of the airport clockwise to the 323° bearing, and within 1.8 miles each side of the 341° bearing from the airport extending to 9.6 miles northwest of the airport.

Paragraph 6006 Class E En Route Airspace.

* * * * *

AWP CA E6 Paso Robles, CA [New]

Paso Robles Municipal Airport, CA

(Lat. 35°40'22" N., long. 120°37'38" W.)

That airspace extending upward from 1,200 feet above the surface within the area bounded by lat. 35°34'54" N., long. 120°4'52" W.; to lat. 35°43'55" N., long. 120°4'52" W.; to lat. 35°43'58" N., long. 120°20'49" W.; to lat. 36°8'51" N., long. 120°39'41" W.; to lat. 36°23'8" N., long. 120°42'26" W.; to lat. 36°23'13" N., long. 121°3'25" W.; to lat. 36°0'42" N., long. 121°33'30" W.; to lat. 35°37'48" N., long. 121°21'48" W.; to lat. 35°25'55" N., long. 121°2'47" W.; to lat. 35°32'43" N., long. 121°2'47" W.; to lat. 35°32'52" N., long. 120°40'42" W.; to lat. 35°22'10" N., long. 120°32'00" W.; to lat. 35°31'44" N., long. 120°14'50" W.; to lat. 35°35'25" N., long. 120°17'41" W.; to the point of beginning.

Issued in Seattle, Washington, on November 1, 2016.

Tracey Johnson,

Manager, Operations Support Group, Western Service Center.

[FR Doc. 2016-27109 Filed 11-9-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF DEFENSE

Department of the Army

32 CFR Part 637

RIN 0702-AA72

[Docket No. USA-2016-HQ-0017]

Law Enforcement Operations and Investigations

AGENCY: Department of the Army, DoD.

ACTION: Proposed rule.

SUMMARY: The Department of the Army proposes to revise its regulation concerning policies and procedures for the conduct of Army law enforcement operations and investigations. This regulation was last published in the *Federal Register* on June 22, 2005 (70 FR 36029). At that time, the entire

regulation was codified. The proposed revisions remove a large portion of the currently codified part that does not apply to the public and is now included in DoD internal guidance. The proposed revision also adds guidance on the requirements for the detention of civilians by Army law enforcement to fill a void in published guidance.

DATES: Consideration will be given to all comments received by: January 9, 2017.

ADDRESSES: You may submit comments, identified by 32 CFR part 637, Docket No. USA-2016-HQ-0017 and or RIN 0702-AA72, by any of the following methods:

- *Federal eRulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.

- *Mail:* Department of Defense, Office of the Deputy Chief Management Officer, Directorate of Oversight and Compliance, 4800 Mark Center Drive, Mailbox #24, Alexandria, VA 22350-1700.

Instructions: All submissions received must include the agency name and docket number or Regulatory Information Number (RIN) for this *Federal Register* document. The general policy for comments and other submissions from members of the public is to make these submissions available for public viewing on the Internet at <http://www.regulations.gov> as they are received without change, including any personal identifiers or contact information.

FOR FURTHER INFORMATION CONTACT: Mr. Jeff Pearce, (703) 695-8499.

SUPPLEMENTARY INFORMATION:

Background

This regulation applies to the active component Army and U.S. Army Reserve, Department of the Army Civilian Police, Department of the Army Civilian Detectives, Department of the Army Security Guards, contracted or contractor security force operations (such as detector dog support), Family members, Department of the Army Civilians, and other personnel on Army installations. It also applies to the Army National Guard of the United States when Federalized under Title 10, United States Code. This regulation is required for unit personnel preparing for mobilization and deployment.

The internal guidance is available in AR 190-30, Military Police Investigations, and can be found at <http://www.apd.army.mil/Search/ePubsSearch/ePubsSearchForm.aspx?x=AR>. This regulation discusses policies for conducting law enforcement and specified security operations on Army

installations, facilities and activities. Compliance with this regulation assures consistent delivery of protection, law enforcement, and safety assistance to Soldiers, Family members, Department of the Army Civilians, and other personnel on Army installations.

The Army recognized there is a void in internal guidance concerning the conduct of law enforcement operations on installations. As a result, the Army revised AR 190-30, which includes guidance on the operation of detention cells and detention of civilians. Due to the subject matter's impact on the public, the Army is proposing to add provisions in the CFR concerning Detention Cell Operations which provide guidance on the detention of military and civilian personnel by Army law enforcement.

This rule will be included in DoD's retrospective plan, completed in August 2011, and will be reported in future status updates of DoD's retrospective review in accordance with the requirements in Executive Order 13563. DoD's full plan can be accessed at: <http://www.regulations.gov/#/docketDetail;D=DOD-2011-OS-0036>.

Authority for This Regulation

The legal authority for this action is 10 U.S.C. 807—Article 7, Apprehension. This article specifically covers the authority for apprehension or taking of a person into custody.

Costs and Benefits

This rule will have no monetary effect upon the public as it only directs Army law enforcement and installation leadership's efforts in the conduct of their operations. Their efforts under this guidance ensure the effective employment of police and security forces to assist, protect, and defend the communities they serve on Army installations.

Regulatory Flexibility Act

The Department of the Army certifies that the proposed rule is not subject to the Regulatory Flexibility Act because the rule does not have a significant economic impact on a substantial number of small entities within the meaning of the Regulatory Flexibility Act, 5 U.S.C. 601-612.

Unfunded Mandates Reform Act

The Department of the Army determined that this rule does not include a mandate that may result in estimated costs to State, local or tribal governments in the aggregate, or the private sector, of \$100 million or more.