

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 7400.11B, 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 WIE5 Washington Island, WI [New]

Washington Island Airport, WI
(Lat. 45°23'18" N, long. 86°55'27" W)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Washington Island Airport.

Issued in Fort Worth, Texas, on September 5, 2018.

Walter Tweedy,

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

[FR Doc. 2018–19713 Filed 9–12–18; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2017–1088; Airspace Docket No. 17–AWP–25]

RIN–2120–AA66

Revocation of Class E Airspace; Crows Landing, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action removes Class E airspace extending upward from 1,200 feet above the surface at Crows Landing Airport, Crows Landing, CA. This airspace is wholly contained within the Sacramento en route airspace area and duplication is not necessary.

DATES: Effective 0901 UTC, November 8, 2018. 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 7400.11B, 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 this material at NARA, call (202) 741–6030, or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

FOR FURTHER INFORMATION CONTACT:

Richard Roberts, Federal Aviation Administration, Operations Support Group, Western Service Center, 2200 S 216th Street, Des Moines, WA, 98198–6547; telephone (206) 231–2245.

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 clarifies airspace designations by eliminating the redundancy.

History

The FAA published a notice of proposed rulemaking in the **Federal Register** (83 FR 8207; February 26, 2018) for Docket No. FAA–2017–1088 to remove Class E airspace extending upward from 1,200 feet above the surface at Crows Landing Airport, Crows Landing, CA, as the airspace already is contained within Class E en route airspace (see 82 FR 27988; June 20, 2017). 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 6005 of FAA

Order 7400.11B, dated August 3, 2017, and effective September 15, 2017, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order 7400.11B, Airspace Designations and Reporting Points, dated August 3, 2017, and effective September 15, 2017. FAA Order 7400.11B is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11B 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 removes Class E airspace extending upward from 1,200 feet above the surface at Crows Landing Airport, Crows Landing, CA. This airspace is wholly contained within the Sacramento en route airspace area and duplication is not necessary.

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, will 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 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 7400.11B, 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.

* * * * *

AWP CA E5 NASA Crows Landing, CA [Removed]

Issued in Seattle, Washington, on September 5, 2018.

Shawn M. Kozica,

Manager, Operations Support Group, Western Service Center.

[FR Doc. 2018–19871 Filed 9–12–18; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2018–0632; Airspace Docket No. 17–AWA–4]

RIN 2120–AA66

Amendment of Chicago Class B and Chicago Class C Airspace; Chicago, IL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, technical amendment, correction.

SUMMARY: This action corrects a final rule published in the **Federal Register** of August 16, 2018, that amended the Chicago Class B and Chicago Class C airspace area descriptions by changing references to the Chicago O'Hare VHF

Omnidirectional Range/Distance Measuring Equipment (VOR/DME) to “Point of Origin.” Additionally, the Chicago Class B and Chicago Class C airspace area descriptions were edited to reflect the Chicago Midway International Airport name change to match the current information in the FAA's aeronautical database. The Chicago Class B airspace description listed in the rule is corrected to reflect updated geographic coordinates for the Chicago O'Hare International Airport airport reference point (ARP), updated geographic coordinates for two points in the Area A description, and updated geographic coordinates for one point in the Area F description.

DATES: Effective date 0901 UTC, October 11, 2018. 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.

FOR FURTHER INFORMATION CONTACT: Colby Abbott, Airspace Policy Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

History

The FAA published a final rule in the **Federal Register** for Docket No. FAA–2018–0632 (83 FR 40662, August 16, 2018), amending the Chicago Class B and Chicago Class C airspace area descriptions by changing references to the Chicago O'Hare VOR/DME to “Point of Origin.” Additionally, the Chicago Class B and Chicago Class C airspace area descriptions were edited to reflect the Chicago Midway International Airport name change. Subsequent to publication, the FAA identified editorial errors in the Chicago Class B description to the geographic coordinates of the Chicago O'Hare International Airport ARP, the geographic coordinates to two points in Area A, and the geographic coordinates to one point in Area F. To accurately reflect the Chicago Class B airspace area on aeronautical charts and digital charting applications, this correction changes the geographic coordinates of the Chicago O'Hare International Airport ARP from “(lat. 41°58'38” N, long. 87°54'29” W)” to read “(lat. 41°58'28” N, long. 87°54'24” W)”; the geographic coordinates to two points in Area A from “(lat. 41°57'12” N, long. 88°01'56” W)” to read “(lat. 41°57'26” N, long. 88°01'39” W)” and from “(lat. 42°05'03” N, long. 87°56'26” W)” to read “(lat. 42°05'03” N, long. 87°56'25” W)”; and the geographic coordinates to one point in Area F from “(lat. 41°50'40” N, long. 88°25'44” W)” to read “(lat. 41°50'39” N, long. 88°25'43” W)”.
Issued in Washington, DC, on September 5, 2018.

and the geographic coordinates to one point in Area F from “(lat. 41°50'40” N, long. 88°25'44” W)” to read “(lat. 41°50'39” N, long. 88°25'43” W)”.
Issued in Washington, DC, on September 5, 2018.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, in the **Federal Register** of August 16, 2018 (83 FR 40662) FR Doc. 2018–17596, Amendment of Chicago Class B and Chicago Class C Airspace; Chicago, IL, is corrected as follows:

§ 71.1 [Amended]

AGL IL B Chicago, IL [Corrected]

On page 40664, column 1, line 33, under Chicago O'Hare International Airport (Primary Airport) remove the text that reads “(lat. 41°58'38” N, long. 87°54'29” W)” and add in its place “(lat. 41°58'28” N, long. 87°54'24” W)”.
On page 40664, column 1, line 51, under Area A remove the text that reads “(lat. 41°57'12” N, long. 88°01'56” W)” and add in its place “(lat. 41°57'26” N, long. 88°01'39” W)”.
On page 40664, column 1, lines 56 and 57, under Area A remove the text that reads “(lat. 42°05'03” N, long. 87°56'26” W)” and add in its place “(lat. 42°05'03” N, long. 87°56'25” W)”.
On page 40664, column 3, line 6, under Area F remove the text that reads “(lat. 41°50'40” N, long. 88°25'44” W)” and add in its place “(lat. 41°50'39” N, long. 88°25'43” W)”.
Issued in Washington, DC, on September 5, 2018.

Rodger A. Dean Jr.,
Manager, Airspace Policy Group.
[FR Doc. 2018–19729 Filed 9–12–18; 8:45 am]

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DEPARTMENT OF COMMERCE

Bureau of Industry and Security

15 CFR Part 744

[Docket No. 180718671–8671–01]

RIN 0694–AH57

Addition of Certain Entities to the Entity List, Revision of Entries on the Entity List and Removal of Certain Entities From the Entity List; Correction

AGENCY: Bureau of Industry and Security, Commerce.

ACTION: Final rule; correction.

SUMMARY: On September 4, 2018, BIS published a final rule amending the Export Administration Regulations (EAR) by adding fifteen entities under