

published yearly and effective on September 15.

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

■ 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 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020, is amended as follows:

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

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AGL MN E5 Aitkin, MN [Amended]

Aitkin Municipal Airport—Steve Kurtz Field, MN
(Lat. 46°32’54” N, long. 93°40’36” W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Aitkin Municipal Airport—Steve Kurtz Field.

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AGL MN E5 Appleton, MN [Amended]

Appleton Municipal Airport, MN
(Lat. 45°13’39” N, long. 96°00’16” W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Appleton Municipal Airport.

* * * * *

AGL MN E5 Benson, MN [Amended]

Benson Municipal Airport, MN
(Lat. 45°19’55” N, long. 95°39’02” W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Benson Municipal Airport.

* * * * *

AGL MN E5 Cambridge, MN [Amended]

Cambridge Municipal Airport, MN
(Lat. 45°33’27” N, long. 93°15’51” W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Cambridge Municipal Airport.

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AGL MN E5 Cloquet, MN [Amended]

Cloquet Carlton County Airport, MN
(Lat. 46°42’04” N, long. 92°30’13” W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Cloquet Carlton County Airport.

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AGL MN E5 Crookston, MN [Amended]

Crookston Municipal Airport Kirkwood Field, MN
(Lat. 47°50’30” N, long. 96°37’17” W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Crookston Municipal Airport Kirkwood Field.

* * * * *

AGL MN E5 Glencoe, MN [Amended]

Glencoe Municipal Airport, MN
(Lat. 44°45’22” N, long. 94°04’53” W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Glencoe Municipal Airport.

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AGL MN E5 Mora, MN [Amended]

Mora Municipal Airport, MN
(Lat. 45°53’31” N long. 93°16’23” W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Mora Municipal Airport.

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AGL MN E5 Silver Bay, MN [Remove]

Issued in Fort Worth, Texas, on February 17, 2021.

Martin A. Skinner,

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

[FR Doc. 2021–03518 Filed 2–22–21; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2020–0889; Airspace Docket No. 20–ASO–25]

RIN 2120–AA66

Amendment of Class D Airspace, and Class E Airspace; Smyrna, TN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class D airspace and Class E airspace extending upward from 700 feet above the surface at Smyrna Airport, Smyrna, TN. An evaluation of airspace in the area determined that this airport required an adjustment of Class D and E airspaces. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations in the area. **DATES:** Effective 0901 UTC, August 12, 2021. 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 7400.11E, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at https://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 7400.11E at NARA, email fedreg.legal@nara.gov or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FOR FURTHER INFORMATION CONTACT: John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Ave., College Park, GA 30337; Telephone (404) 305–6364.

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 amends Class D airspace and Class E airspace extending upward from 700 feet above the surface at Smyrna Airport, Smyrna, TN, to support IFR operations in the area.

History

The FAA published a notice of proposed rulemaking in the **Federal Register** (85 FR 73436, November 18, 2020) for Docket No. FAA-2020-0889 to amend Class D airspace for Smyrna, TN, as the FAA has determined that extensions of 1.2 miles each side of the 142° bearing from the airport, extending from the 3.9-mile radius to 5.5 miles southeast of the airport, and within 1.2 miles each side of the 184° bearing from the airport, extending from the 3.9-mile radius to 5.5 miles south of the airport are necessary for the safety of IFR aircraft landing at Smyrna Airport. Also, the Class D ceiling is reduced from 3,000 feet to 2,500 feet as per the request of the air traffic facilities involved. In addition, the FAA proposed to update Class E airspace extending upward from 700 feet above the surface by increasing the airport radius from 9 miles to 11.5 miles. The FAA also proposed the reference to Nashville Class C in the Class D description be removed as it is not necessary (7400.11, 1003.b).

Finally, subsequent to publication of the proposal the FAA found the southern Class D extension was incorrectly identified as the 181° bearing. This action corrects the extension to read 184° bearing.

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 D and Class E airspace designations are published in Paragraph 5000, and 6005, respectively, of FAA Order 7400.11E, dated July 21, 2020, and effective September 15, 2020, which

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.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020. FAA Order 7400.11E is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11E lists Class A, B, C, D, and E airspace areas, air traffic routes, and reporting points.

The Rule

This amendment to 14 CFR part 71 amends Class D airspace for Smyrna, TN, as the FAA has determined that extensions of 1.2 miles each side of the 142° bearing from the airport, extending from the 3.9-mile radius to 5.5 miles southeast of the airport, and within 1.2 miles each side of the 184° bearing from the airport, extending from the 3.9-mile radius to 5.5 miles south of the airport are necessary for the safety of IFR aircraft landing at Smyrna Airport. Also, the Class D ceiling is reduced from 3,000 feet to 2,500 feet as per the request of the air traffic facilities involved. In addition, the FAA updates Class E airspace extending upward from 700 feet above the surface by increasing the airport radius from 9 miles to 11.5 miles. Also, the reference to Nashville Class C, in the Class D description, is removed as it is not necessary (7400.11, 1003.b). FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

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 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 5-6.5a. 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 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, effective September 15, 2020, is amended as follows:

Paragraph 5000 Class D Airspace.

* * * * *

ASO TN D Smyrna, TN [Amended]

Smyrna Airport, TN
(Lat. 36°00'32" N, long. 86°31'12" W)

That airspace extending upward from the surface to but not including 2,500 feet MSL within a 3.9-mile radius of the Smyrna Airport, and within 1.2 miles each side of the 142° bearing from the airport, extending from the 3.9-mile radius to 5.5-miles southeast of the airport, and within 1.2-miles each side of the 184° bearing from the airport, extending from the 3.9-mile radius to 5.5-miles south of the airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Chart Supplement.

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

ASO TN E5 Nashville, TN [Amended]

Nashville International Airport, TN
(Lat. 36°07'28" N, long. 86°40'41" W)
Smyrna Airport

(Lat. 36°00'32" N, long. 86°31'12" W)

Music City Executive Airport

(Lat. 36°22'30" N, long. 86°24'30" W)

Lebanon Municipal Airport

(Lat. 36°11'25" N, long. 86°18'56" W)

Murfreesboro Municipal Airport

(Lat. 35°52'43" N, long. 86°22'39" W)

John C. Tune Airport

(Lat. 36°10'59" N, long. 86°53'11" W)

Vanderbilt University Medical Center

Hospital Point In Space Coordinates

(Lat. 36°08'30" N, long. 86°48'6" W)

That airspace extending upward from 700 feet above the surface within a 15-mile radius of Nashville International Airport, and within a 11.5-mile radius of Smyrna Airport, and within a 7-mile radius of Music City Executive Airport, and within a 10-mile radius of Lebanon Municipal Airport, and within a 9-mile radius of Murfreesboro Municipal Airport, and within an 8.6-mile radius of John C. Tune Airport, and that airspace within a 6-mile radius of the Point In Space serving Vanderbilt University Medical Center Hospital.

Issued in College Park, Georgia, on February 1, 2021.

Andree C. Davis,

Manager, Airspace & Procedures Team South, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2021-02482 Filed 2-22-21; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2020-1015; Airspace Docket No. 20-AEA-20]

RIN 2120-AA66

Amendment of the Class E Airspace; Bradford, PA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Class E airspace at Bradford Regional Airport, Bradford, PA. This action is the result of airspace reviews caused by the decommissioning of the Bradford VHF omnidirectional range (VOR) navigation aid as part of the VOR Minimum Operational Network (MON) Program.

DATES: Effective 0901 UTC, June 17, 2021. 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 7400.11E, Airspace Designations and Reporting Points, and subsequent amendments can

be viewed online at https://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 7400.11E at NARA, email fedreg.legal@nara.gov or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FOR FURTHER INFORMATION CONTACT: Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5711.

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 amends the Class E surface airspace and the Class E airspace extending upward from 700 feet above the surface at Bradford Regional Airport, Bradford, PA, to support instrument flight rule operations at this airport.

History

The FAA published a notice of proposed rulemaking in the **Federal Register** (85 FR 74302; November 20, 2020) for Docket No. FAA-2020-1015 to amend the Class E airspace at Bradford Regional Airport, Bradford, PA. 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 7400.11E, dated July 21, 2020, and effective September 15, 2020, which 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.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020. FAA Order 7400.11E is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11E lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

This amendment to 14 CFR part 71: Amends the Class E surface area airspace to within a 4.1-mile (decreased from a 4.3-mile) radius of Bradford Regional Airport, Bradford, PA; removes the Bradford VORTAC and the associated extension from the airspace legal description; adds an extension to 1 mile each side of the 134° bearing from the airport extending from the 4.1-mile radius of the airport to 4.2 miles southeast of the airport; and replaces the outdated term "Airport/Facility Directory" with "Chart Supplement";

And amends the Class E airspace extending upward from 700 feet above the surface to within a 6.6-mile (increased from a 6.5-mile) radius of Bradford Regional Airport; removes the Bradford VORTAC and the associated extension from the airspace legal description; removes the BRAFO LOM and the associated extension from the airspace legal description; and removes the city associated with the airport to comply with changes to FAA Order 7400.2M, Procedures for Handling Airspace Matters.

This action is the result of an airspace review caused by the decommissioning of the Bradford VOR, which provided navigation information for the instrument procedures at this airport, as part of the VOR MON Program.

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

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)