

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 airspace extending upward from 700 feet above the surface at Dubois Regional Airport, Dubois, PA, to support instrument flight rule operations at this airport.

History

The FAA published a notice of proposed rulemaking in the **Federal Register** (86 FR 17754; April 6, 2021) for Docket No. FAA-2021-0221 to amend the Class E airspace extending upward from 700 feet above the surface at Dubois Regional Airport, Dubois, 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 airspace extending upward from 700 feet above the surface to within a 7.3-mile (decreased from a 9.2-mile) radius of Dubois Regional Airport; adds an extension 2.1 miles either side of the 062° bearing from the Dubois RGNL: RWY 25-LOC extending from the 7.3-mile radius of Dubois Regional Airport to 9.2 miles northeast of the Dubois Regional Airport; and updates the name of Penn Highlands Healthcare-Dubois Heliport (previously Penn Highlands Healthcare-Dubois

Heliport Point In Space Coordinates) to coincide with the FAA's aeronautical database and the airspace reference point.

This action is the result of an airspace review caused by the decommissioning of the Clarion VOR, which provided navigation information to the instrument procedures these airports, 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) 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.

* * * * *

AEA PA E5 Dubois, PA [Amended]

Dubois Regional Airport, PA
(Lat. 41°10'42" N, long. 78°53'55" W)
Dubois RGNL: RWY 25-LOC
(Lat. 41°10'26" N, long. 78°54'34" W)
Penn Highlands Healthcare-Dubois Heliport
(Lat. 41°06'52" N, long. 78°46'26" W)

That airspace extending upward from 700 feet above the surface within a 7.3-mile radius of the Dubois Regional Airport, and within 2.1 miles either side of the 062° bearing from Dubois RGNL: RWY 25-LOC extending from the 7.3-mile radius to 9.2 miles northeast of the Dubois Regional Airport, and that airspace within a 6-mile radius of the Penn Highlands Healthcare-Dubois Heliport.

Issued in Fort Worth, Texas, on June 7, 2021.

Martin A. Skinner,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2021-0176; Airspace Docket No. 21-ACE-8]

RIN 2120-AA66

Amendment of Class D and E Airspace; Sioux City, IA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Class D and Class E airspace at Sioux Gateway Airport/Brigadier General Bud Day Field, Sioux City, IA. This action is the result of an airspace review caused by the decommissioning of the Sioux City VHF omnidirectional range (VOR) navigation aid as part of the VOR Minimum Operational Network (MON) Program. The name and geographic coordinates of the airport are also being

updated to coincide with the FAA's aeronautical database.

DATES: Effective 0901 UTC, August 12, 2021. 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 7400.11 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 D airspace, the Class E surface airspace, and the Class E airspace extending upward from 700 feet above the surface at Sioux Gateway Airport/Brigadier General Bud Day Field, Sioux City, IA, to support instrument flight rule operations at this airport.

History

The FAA published a notice of proposed rulemaking in the **Federal Register** (86 FR 15445; March 23, 2021) for Docket No. FAA-2021-0176 to amend the amend the Class D and Class E airspace at Sioux Gateway Airport/

Brigadier General Bud Day Field, Sioux City, IA. 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 E airspace designations are published in paragraph 5000, 6002, 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 D and 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 D airspace at Sioux Gateway Airport/Brigadier General Bud Day Field, Sioux City, IA, by adding an extension 1 mile each side of the 001° bearing from the airport extending from the 4.3-mile radius to 4.4 miles north of the airport; updates the name (previously Sioux Gateway/Col. Bud Day Field) and geographic coordinates of the airport to coincide with the FAA's aeronautical database; removes the cities associated with the airports to comply with changes to FAA Order 7400.2M, Procedures for Handling Airspace Matters; and updates the outdated term "Airport/Facility Directory" to "Chart Supplement";

Amends the Class E surface airspace at Sioux Gateway Airport/Brigadier General Bud Day Field by adding an extension 1 mile each side of the 001° bearing from the airport extending from the 4.3-mile radius to 4.4 miles north of the airport; updates the name (previously Sioux Gateway/Col. Bud Day Field) and geographic coordinates of the airport to coincide with the FAA's aeronautical database; removes the cities associated with the airports to comply with changes to FAA Order 7400.2M; and updates the outdated term "Airport/Facility Directory" to "Chart Supplement";

And amends the Class E airspace extending upward from 700 feet above the surface at Sioux Gateway Airport/

Brigadier General Bud Day Field by removing the Sioux City VORTAC and associated extension from the airspace legal description; amends the extension northwest of the airport to within 3.9 miles (decreased from 4 miles) either side of the 316° (previously 001°) bearing from the Sioux Gateway/Brig. General Bud Day FLD: RWY 13-LOC (previously Sioux Gateway Airport/Col. Bud Day Field) extending from the 6.8-mile radius of the Sioux Gateway Airport/Brigadier General Bud Day Field to 14.4 miles northwest of the Sioux Gateway Airport/Brigadier General Bud Day Field; adds an extension 3.9-miles each side of the 316° bearing from the airport extending from the 6.8-mile radius of the airport to 7.1 miles northwest of the airport; removes the city associated with the airport to comply with changes to FAA Order 7400.2M; and updates the name (previously Sioux Gateway Airport/Col. Bud Day Field) and geographic coordinates of the airport to coincide with the FAA's aeronautical database.

This action is necessary due to an airspace review caused by the decommissioning of the Sioux City VOR, which provided navigation information for the instrument procedures 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) 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 5000 Class D Airspace.

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ACE IA D Sioux City, IA [Amended]

Sioux Gateway Airport/Brigadier General Bud Day Field, IA

(Lat. 42°24'09" N, long. 96°23'05" W)

Martin Field, NE

(Lat. 42°27'15" N, long. 96°28'21" W)

That airspace extending upward from the surface to and including 3,600 feet MSL within a 4.3-mile radius of Sioux Gateway Airport/Brigadier General Bud Day Field excluding that airspace within a 1-mile radius of Martin Field, and within 1 mile either side of the 001° bearing from the Sioux Gateway Airport/Brigadier General Bud Day Field extending from the 4.3-mile radius of Sioux Gateway Airport/Brigadier General Bud Day Field to 4.4 miles north of the Sioux Gateway Airport/Brigadier General Bud Day Field. This Class D 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 Chart Supplement.

Paragraph 6002 Class E Surface Airspace.

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ACE IA E2 Sioux City, IA [Amended]

Sioux Gateway Airport/Brigadier General Bud Day Field, IA

(Lat. 42°24'09" N, long. 96°23'05" W)

Martin Field, NE

(Lat. 42°27'15" N, long. 96°28'21" W)

That airspace within a 4.3-mile radius of Sioux Gateway Airport/Brigadier General Bud Day Field, excluding that airspace within a 1-mile radius of Martin Field, and within 1 mile either side of the 001° bearing from the Sioux Gateway Airport/Brigadier General Bud Day Field extending from the 4.3-mile radius of Sioux Gateway Airport/Brigadier General Bud Day Field to 4.4 miles north of the Sioux Gateway Airport/Brigadier General Bud Day Field. 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 Chart Supplement.

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

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ACE IA E5 Sioux City, IA [Amended]

Sioux Gateway Airport/Brigadier General Bud Day Field, IA

(Lat. 42°24'09" N, long. 96°23'05" W)

Sioux Gateway/Brig. General Bud Day FLD: RWY 13–LOC

(Lat. 42°23'21" N, long. 96°22'17" W)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Sioux Gateway Airport/Brigadier General Bud Day Field, and within 3.9 miles each side of the 316° bearing from Sioux Gateway/Brig. General Bud Day FLD: RWY 13–LOC extending from the 6.8-mile radius of the Sioux Gateway Airport/Brigadier General Bud Day Field to 14.4 miles northwest of the Sioux Gateway Airport/Brigadier General Bud Day Field, and within 3.9 miles each side of the 316° bearing from the airport extending from the 6.8-mile radius of the airport to 7.1 miles northwest of the airport.

Issued in Fort Worth, Texas, on June 7, 2021.

Martin A. Skinner,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2021–0113; Airspace Docket No. 21–AEA–2]

RIN 2120–AA66

Establishment of Class E Airspace; Doylestown, PA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace extending upward from 700

feet above the surface at Doylestown Airport, Doylestown, PA, to accommodate area navigation (RNAV) global positioning system (GPS) standard instrument approach procedures (SIAPs) serving this airport. 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 1 CFR 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 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 7400.11E 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 establishes Class E airspace extending upward from 700 feet above the surface at Doylestown Airport, Doylestown, PA, to support instrument flight rule operations at this airport.