

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 Coffey County Airport, Burlington, KS, to support instrument flight rule operations at this airport.

History

The FAA published a notice of proposed rulemaking in the **Federal Register** (85 FR 53306; August 28, 2020) for Docket No. FAA–2020–0666 to amend the Class E airspace extending upward from 700 feet above the surface at Coffey County Airport, Burlington, KS. 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 Title 14 Code of Federal Regulations (14 CFR) part 71 amends the Class E airspace extending upward from 700 feet above the surface to within a 6.5-mile radius of Coffey County Airport, Burlington, KS; and removes the Boyd NDB and the associated extensions from the airspace legal description.

This action is the result of an airspace review caused by the decommissioning of the Boyd NDB, which provided navigation information for the instrument procedures at this airport.

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.

* * * * *

ACE KS E5 Burlington, KS [Amended]

Coffey County Airport, KS
(Lat. 38°18′09″ N, long. 95°43′30″ W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Coffey County Airport.

Issued in Fort Worth, Texas, on December 8, 2020.

Steven T. Phillips,

Manager, Operations Support Group, ATO Central Service Center.

[FR Doc. 2020–27414 Filed 12–11–20; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2020–0825; Airspace Docket No. 20–ANM–27]

RIN 2120–AA66

Amendment of Class D and Class E Airspace; Kalispell, MT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Class D airspace at Glacier Park International Airport. This action also modifies the Class E airspace, designated as a surface area. Additionally, this action modifies the Class E airspace, extending upward from 700 feet above the surface. Further, this action modifies the Class E airspace, extending upward from 1,200 feet above the surface. This action also removes the Smith Lake NDB from the Class E airspace legal descriptions. Lastly, this action implements several administrative corrections to the airspaces’ legal descriptions.

DATES: Effective 0901 UTC, February 25, 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:

Matthew Van Der Wal, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–3695.

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 modifies Class D and Class E airspace at Glacier Park International Airport, Kalispell, MT, to ensure the safety and management of Instrument Flight Rules (IFR) operations at the airport.

History

The FAA published a notice of proposed rulemaking in the **Federal Register** (85 FR 62630, October 5, 2020) for Docket No. FAA–2020–0825 to modify Class D and Class E airspace at Glacier Park International Airport, Kalispell, MT. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. Two comments were received. The comments were not germane to the proposed airspace action.

Class D, E2, and E5 airspace designations are published in paragraphs 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 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 7400.11E, 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 Title 14 Code of Federal Regulations part 71 modifies Class D airspace at Glacier Park International Airport, Kalispell, MT. To properly contain IFR aircraft, this action adds an extension to the airspace, northeast of the airport. This airspace area is described as follows: That airspace extending upward from the surface to and including 5,500 feet MSL within a 4.3-mile radius of the airport, and within 1.2 miles each side of the 032° bearing from the airport, extending from the 4.3-mile radius to 5.6 miles northeast of Glacier Park International Airport. 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.

This action also modifies the Class E airspace, designated as a surface area, to be coincident with the new Class D dimensions. This airspace area is part-time and this action adds the appropriate verbiage to the airspace legal description. This airspace area is described as follows: That airspace extending upward from the surface within a 4.3-mile radius of the airport, and within 1.2 miles each side of the 032° bearing from the airport, extending from the 4.3-mile radius to 5.6 miles northeast of Glacier Park International 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 Chart Supplement.

Additionally, this action modifies the Class E airspace extending upward from 700 feet above the surface. The action properly sizes the airspace to contain IFR departures to 1,200 feet above the surface and IFR arrivals descending below 1,500 feet above the surface. This airspace area is described as follows: That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of the airport, and within 2.3 miles each side of the 138° bearing

from the airport, extending from the 7.5-mile radius to 13.4 miles southeast of the airport, and within 2 miles each side of the 215° bearing from the airport, extending from the 7.5-mile radius to 19.5 miles southwest of Glacier Park International Airport.

This action also modifies the Class E airspace extending upward from 1,200 feet above the surface. This area is designed to contain IFR aircraft transitioning to/from the terminal and en route environments. This airspace area is described as follows: That airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the airport beginning at the 270° bearing from the airport, clockwise to the 090° bearing from the airport, thence along the 090° bearing to 45 miles east of the airport, thence within a 45-mile radius of the airport clockwise to the 270° bearing from the airport, thence along the 270° bearing to the point of beginning, 25 miles west of Glacier Park International Airport.

This action removes the Smith Lake NDB and all references to the NDB from the Class E2 and Class E5 text headers and the airspace legal descriptions. The navigational aid is not needed to define the airspace. Removal of the navigational aid allows the airspace to be defined from a single reference point which simplifies how the airspace is described.

Lastly, this action implements several administrative corrections to the airspaces' legal descriptions. In the Class D legal description, the last sentence contains the term "Airport/Facilities Directory" this action updates the term to "Chart Supplement". This action removes the city name from the second line of the Class D, Class E2, and Class E5 text headers. The airport's geographic coordinates do not match the FAA database; this action updates the geographic coordinates in all of the airspace areas to "lat. 48°18'38" N, long. 114°15'22" W".

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 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

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.

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(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.
* * * * *

ANM MT D Kalispell, MT [Amended]

Glacier Park International Airport, MT
(Lat. 48°18'38" N, long. 114°15'22" W)

That airspace extending upward from the surface to and including 5,500 feet MSL within a 4.3-mile radius of the airport, and within 1.2 miles each side of the 032° bearing from the airport, extending from the 4.3-mile radius to 5.6 miles northeast of Glacier Park International Airport. 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 Airspace Areas Designated as a Surface Area.
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ANM MT E2 Kalispell, MT [Amended]

Glacier Park International Airport, MT
(Lat. 48°18'38" N, long. 114°15'22" W)

That airspace extending upward from the surface within a 4.3-mile radius of the airport, and within 1.2 miles each side of the 032° bearing from the airport, extending from the 4.3-mile radius to 5.6 miles northeast of Glacier Park International 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 Chart Supplement.

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

ANM MT E5 Kalispell, MT [Amended]

Glacier Park International Airport, MT
(Lat. 48°18'38" N, long. 114°15'22" W)

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of the airport, and within 2.3 miles each side of the 138° bearing from the airport, extending from the 7.5-mile radius to 13.4 miles southeast of the airport, and within 2 miles each side of the 215° bearing from the airport, extending from the 7.5-mile radius to 19.5 miles southwest of the airport; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the airport beginning at the 270° bearing from the airport, clockwise to the 090° bearing from the airport, thence along the 090° bearing to 45 miles east of the airport, thence within a 45-mile radius of the airport clockwise to the 270° bearing from the airport, thence along the 270° bearing to the point of beginning, 25 miles west of Glacier Park International Airport.

Issued in Seattle, Washington, on December 7, 2020.

B.G. Chew,

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

[FR Doc. 2020–27301 Filed 12–11–20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2019–0660; Airspace Docket No. 18–AWP–13]

RIN 2120–AA66

Amendment and Establishment of Multiple Air Traffic Service Routes; Western United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies two high altitude United States Area Navigation (RNAV) Air Traffic Service (ATS) routes (Q–13 and Q–15), establishes one high altitude RNAV ATS route (Q–174), and establishes five low altitude RNAV ATS routes (T–338, T–357, T–359, T–361, and T–363) in the western United States. These Q and T routes facilitate the movement of aircraft to, from, and through the Las Vegas terminal area. Additionally, the routes promote operational efficiencies for users and provide connectivity to RNAV enroute procedures while enhancing capacity for adjacent airports.

DATES: Effective date 0901 UTC, February 25, 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 Rules and Regulations 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: Christopher McMullin, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

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 the airspace necessary to ensure the