

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

In consideration of the foregoing, 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 Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9W, Airspace Designations and Reporting Points, dated August 8, 2012, effective September 15, 2012, is amended as follows:

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

* * * * *

ASO NC E5 Goldsboro, NC [Amended]

Goldsboro, Seymour Johnson, AFB, NC
(Lat. 35°20'22" N., long. 77°57'38" W.)

Seymour Johnson TACAN
(Lat. 35°20'07" N., long. 77°58'17" W.)

Goldsboro-Wayne Municipal Airport
(Lat. 35°27'38" N., long. 77°57'54" W.)

Mount Olive Municipal Airport
(Lat. 35°13'17" N., long. 78°02'19" W.)

That airspace extending upward from 700 feet above the surface within a 6.6 mile radius of Seymour Johnson, AFB, and within 2.5 miles each side of the Seymour Johnson TACAN 265° radial extending from the 6.6-mile radius to 12 miles west of the TACAN, and within a 5-mile radius of Goldsboro-Wayne Municipal Airport, and within a 6.5-mile radius of Mount Olive Municipal Airport.

Issued in College Park, Georgia, on September 10, 2012.

Barry A. Knight,

Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2012–23876 Filed 9–27–12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2011–0621; Airspace Docket No. 11–ASO–28]

Proposed Amendment of Class D and E Airspace; Tri-Cities, TN; Revocation of Class E Airspace; Tri-City, TN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Supplemental notice of proposed rulemaking (SNPRM).

SUMMARY: This supplemental notice of proposed rulemaking would rename the city designator listed under the title in the preamble and regulatory text for Tri-Cities Regional Airport, and establish Class E airspace extending upward from 700 feet above the surface at Hawkins County Airport, Rogersville, TN, and Virginia Highlands Airport, Abingdon, VA. The Tri-Cities Class D airspace description would be amended to better describe the controlled airspace area. In an NPRM published in the **Federal Register** on April 10, 2012, the FAA proposed to amend existing controlled airspace extending upward from 700 feet above the surface at Tri-Cities Airport, Blountville, TN, that included the airports mentioned above. The FAA has reassessed the proposal and finds that separation of existing Class E airspace surrounding Virginia Highlands Airport, Abingdon, VA, and Hawkins County Airport, Rogersville, TN, from the Class E airspace area of Tri-Cities Regional Airport, Tri-Cities, TN, is necessary to further the safety and management of Instrument Flight Rules (IFR) operations in the Tri-Cities, TN area.

DATES: Comments must be received on or before November 13, 2012.

ADDRESSES: Send comments on this rule to: U. S. Department of Transportation, Docket Operations, West Building Ground Floor, Room W12–140, 1200 New Jersey SE., Washington, DC 20590–0001; Telephone: 1–800–647–5527; Fax: 202–493–2251. You must identify the Docket Number FAA–2011–0621; Airspace Docket No. 11–ASO–28, at the beginning of your comments. You may also submit and review received comments through the Internet at <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT: John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–6364.

SUPPLEMENTARY INFORMATION:

History

On April 28, 2012, the FAA published a NPRM to amend Class D and Class E airspace, Blountville, TN, and revoke Class E airspace at Tri-City, TN, (77 FR, 21505). The comment period closed May 25, 2012. No comments were received. Subsequent to publication, the FAA reassessed the proposal to show the separation of Hawkins County Airport, and Virginia Highlands Airport, from the Tri-Cities Regional Airport, by establishing each airport with their own respective city designator. The Tri-Cities Class D airspace description would be amended to better describe the controlled airspace area. The city designator for Tri-Cities Regional Airport was changed to Blountville, TN, in error, and would be noted correctly as Tri-Cities, TN, in this action. The FAA seeks comments on this SNPRM.

Comments Invited

Interested persons are invited to comment on this rule 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 (FAA Docket No. FAA–2011–0621; Airspace Docket No. 11–ASO–28) and be submitted in triplicate to the Docket Management System (see **ADDRESSES** section for address and phone number). You may also submit comments through the Internet at <http://www.regulations.gov>.

Persons wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed stamped postcard on which the following statement is made: “Comments to Docket No. FAA–2011–0621; Airspace Docket No. 11–ASO–28.” 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 SNPRM

An electronic copy of this document may be downloaded from and comments submitted through <http://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at http://www.faa.gov/airports_airtraffic/air_traffic/publications/airspace_amendments/.

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 address and phone number) between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. An informal docket may also be examined during normal business hours at the office of the Eastern Service Center, Federal Aviation Administration, room 210, 1701 Columbia Avenue, College Park, Georgia 30337.

Persons interested in being placed on a mailing list for future NPRM's should contact the FAA's Office of Rulemaking, (202) 267-9677, to request a copy of Advisory circular No. 11-2A, Notice of Proposed Rulemaking distribution System, which describes the application procedure.

The Supplemental Proposal

The FAA is proposing an amendment to Title 14 Code of Federal Regulations (14 CFR) Part 71 by renaming the city designator listed in the preamble under title, and regulatory text from Blountville, TN, to Tri-Cities, TN. This action also would establish Class E airspace extending upward from 700 feet above the surface at Hawkins County Airport, Rogersville, TN, and Virginia Highlands Airport, Abingdon, VA, and would amend existing Class E airspace and Class D airspace to accommodate standard instrument approach procedures developed at Tri-Cities Regional Airport (formerly Tri-City Regional Airport), Tri-Cities, TN/VA. The Class E surface area airspace designated as an extension would be removed. The Tri-Cities Class D airspace description would be amended to better describe the controlled airspace area. The geographic coordinates of the airport would be adjusted to be in concert with the FAAs aeronautical database.

Class D and E airspace designations are published in Paragraph 5000, 6002, 6004, and 6005, respectively of FAA order 7400.9W, dated August 8, 2012, and effective September 15, 2012, 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.

The FAA has determined that this proposed 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 will only affect air traffic procedures and air navigation, it is certified that this proposed 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.

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 proposed 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 proposed regulation is within the scope of that authority as it would amend controlled airspace in the Tri-Cities, TN, area.

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures" prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71

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The Proposed Amendment

In consideration of the foregoing, 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 Part 71 continues to read as follows:

Authority: 49 U.S.C. 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 Federal Aviation Administration Order 7400.9W, Airspace Designations and Reporting Points, dated August 8, 2012, and effective September 15, 2012, is amended as follows:

Paragraph 5000 Class D Airspace

* * * * *

ASO TN D Tri-Cities, TN [Amended]

Tri-Cities Regional Airport, TN/VA
(Lat. 36°28'31" N., long. 82°24'27" W.)
Edwards Heliport, TN
(Lat. 36°25'57" N., long. 82°17'37" W.)

That airspace extending upward from the surface to and including 4,000 feet MSL within a 6.8-mile radius of Tri-Cities Regional Airport, excluding the 2.5-mile radius of Edwards Heliport. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

Paragraph 6002 Class E Airspace Designated as Surface Areas

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ASO TN E2 Tri-Cities, TN [Amended]

Tri-Cities Regional Airport, TN/VA
(Lat. 36°28'31" N., long. 82°24'27" W.)

That airspace extending upward from the surface to and including 4,000 feet MSL within a 6.8-mile radius of Tri-Cities Regional Airport. This Class E airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

Paragraph 6004 Class E Airspace Designated as an Extension to a Class D Surface Area.

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ASO TN E4 Tri-City, TN [Removed]

Paragraph 6005 Class E Airspace Areas Extending from 700 feet or More Above the Surface of the Earth.

* * * * *

ASO TN E5 Tri-Cities, TN [Amended]

Tri-Cities Regional Airport, TN/VA
(Lat. 36°28'31" N., long. 82°24'27" W.)

That airspace extending upward from 700 feet above the surface within a 9.3-mile radius of Tri-Cities Regional Airport and within 4-miles west and 8-miles east of the 223° bearing from the airport extending from the 9.3-mile radius to 23 miles southwest of the airport, and within 2-miles either side of the 43° bearing from the airport extending from the 9.3-mile radius to 14.5 miles northeast of the airport, and within a 17-mile radius of Virginia Highlands Airport

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ASO TN E5 Rogersville, TN [New]
Hawkins County Airport, TN

(Lat. 36°27'27" N., long. 82°53'06" W.)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hawkins County Airport, and within 7 miles each side of Runway 07/25 centerline, extending from the 7-mile radius to 12 miles east of Hawkins County Airport.

* * * * *

ASO VA E5 Abingdon, VA [New]

Virginia Highlands Airport, VA
(Lat. 36°41'14" N., long. 82°02'00" W.)

That airspace extending upward from 700 feet above the surface within a 17-mile radius of Virginia Highlands Airport

Issued in College Park, Georgia, on
September 10, 2012.

Barry A. Knight,

Manager, Operations Support Group, Eastern
Service Center, Air Traffic Organization.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 181

[Docket No. USCG-2012-0843]

Hull Identification Numbers for Recreational Vessels

AGENCY: Coast Guard, DHS.

ACTION: Request for public comments.

SUMMARY: The Coast Guard announces that it is requesting public comments regarding the existing regulatory requirement to indicate a boat's model year as part of the 12-character Hull Identification Number (HIN). Under current regulations in 33 CFR part 181, the HIN must consist of 12 characters, the last two of which indicate the boat's model year. This notice requests public comments on whether we should continue to require model year as part of the HIN or change the regulatory definition of "model year."

DATES: Comments and related material must either be submitted to our online docket via <http://www.regulations.gov> on or before November 27, 2012 or reach the Docket Management Facility by that date.

ADDRESSES: You may submit comments identified by docket number USCG-2012-0843 using any one of the following methods:

(1) *Federal eRulemaking Portal:*
<http://www.regulations.gov>.

(2) *Fax:* 202-493-2251.

(3) *Mail:* Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground

Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.

(4) *Hand delivery:* Same as mail address above, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

To avoid duplication, please use only one of these four methods. See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions about this notice, call or email Mr. Jeff Ludwig, U.S. Coast Guard; telephone 202-372-1061, email Jeffrey.A.Ludwig@uscg.mil. If you have questions about viewing or submitting material to the docket, call Ms. Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION:

Public Participation and Request for Comments

We encourage you to submit comments and related material on this notice. All comments received will be posted, without change, to <http://www.regulations.gov> and will include any personal information you have provided.

Submitting comments: If you submit a comment, please include the docket number for this notice (USCG-2012-0843) and provide a reason for each suggestion or recommendation. You may submit your comments and material online, or by fax, mail or hand delivery, but please use only one of these means. We recommend that you include your name and a mailing address, an email address, or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov> and use "USCG-2012-0843" as your search term. Locate this notice in the search results and click the "Comment Now" box to submit your comment. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit them by mail and would like to know that they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period.

Viewing Public Comments: To view the comments, go to [http://](http://www.regulations.gov)

www.regulations.gov and use "USCG-2012-0843" as your search term. If you do not have access to the Internet, you may view the docket online by visiting the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. We have an agreement with the Department of Transportation to use the Docket Management Facility.

Privacy Act: Anyone can search the electronic form of comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review a Privacy Act system of records notice regarding our public dockets in the January 17, 2008, issue of the **Federal Register** (73 FR 3316).

Background and Purpose

Under 46 U.S.C. 4302, the Coast Guard is authorized to promulgate regulations that require the display of a HIN on recreational boats as part of the Coast Guard's boating safety requirements. HINs are used in recall notification campaigns to identify all boats that may contain a defect which creates a substantial risk of personal injury to the public or fail to comply with required recreational boating safety standards. Accurate HINs are an important tool in recall campaigns.

When originally adopted in 1972, 33 CFR 181.25 required that boats display a 12-character HIN. Characters 1-3 consisted of the manufacturer identification number. Characters 4-8 consisted of the manufacturer serial number specific for that boat. Characters 9-12 could indicate either the boat's date of certification or model year. Also, as originally adopted, 33 CFR 181.3 defined the term "model year" to mean "the period beginning August 1 of any year and ending on July 31 of the following year. Each model year is designated by the year in which it ends."

This notice deals with the portion of the HIN that indicates a boat's model year. Since the HIN requirement was originally adopted, the Coast Guard has received numerous comments and suggestions regarding whether and how HINs should indicate the boat's model year. In 1983, the Coast Guard changed the HIN requirement with respect to characters 9-12 to the current regulatory requirement as follows: Characters 9-10 indicate the month and year of certification, when certification is