

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2012-0610; Airspace Docket No. 12-ASO-28]

**Proposed Amendment of Class E Airspace; Goldsboro, NC**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to amend Class E Airspace in the Goldsboro, NC area, to accommodate new Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures at Mount Olive Municipal Airport. Airspace reconfiguration is necessary for the continued safety and management of instrument flight rules (IFR) operations within the Goldsboro, NC, airspace area. This action also would update the geographic coordinates of Mount Olive Municipal Airport and the Seymour Johnson TACAN.

**DATES:** 0901 UTC. 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 FAA2012-0610; Airspace Docket No. 12-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:****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-2012-0610; Airspace Docket No. 12-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-2012-0610; Airspace Docket No. 12-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 NPRMs**

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/](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 350, 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 Proposal**

The FAA is considering an amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 to amend

Class E airspace extending upward from 700 feet above the surface in the Goldsboro, NC area, providing the controlled airspace required to support the new RNAV (GPS) standard instrument approach procedures for Mount Olive Municipal Airport. The geographic coordinates of Mount Olive Municipal Airport and the Seymour Johnson TACAN would be adjusted to coincide with the FAA's aeronautical database. Airspace reconfiguration is necessary for the continued safety and management of IFR operations within the Goldsboro, NC airspace area.

Class E airspace designations are published in Paragraph 6005 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 E airspace designation 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 Class E airspace in the Goldsboro, NC, 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

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]

**BILLING CODE 4910–13–P**

## 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>.

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