

27°54'29" N., long. 82°30'56" W.; then clockwise along the 5-mile radius of the Point of Origin to lat. 27°57'43" N., long. 82°27'18" W.; then southwest to the point of beginning.

*Area B.* That airspace extending upward from 1,200 feet MSL to and including 10,000 feet MSL beginning at the intersection of the Anna Maria Island, FL, shoreline and the 30-mile radius of the Point of Origin; then north along the shoreline to lat. 27°40'47" N., long. 82°44'14" W.; then northeast to lat. 27°42'15" N., long. 82°40'45" W. (the end of the Skyway Bridge); then north along the shoreline to the 10-mile radius of the Point of Origin; then clockwise along the 10-mile radius to U.S. Highway 301; then south along U.S. Highway 301 to Interstate 75; then south along Interstate 75 to the 10-mile arc of the Sarasota, FL, Class C airspace area; then counterclockwise along the Sarasota Class C airspace area 10-mile arc to the 30-mile radius of the Point of Origin; then clockwise along the 30-mile radius to the point of beginning.

*Area C.* That airspace extending upward from 3,000 feet MSL up to and including 10,000 feet MSL bounded by a line beginning at the shoreline (lat. 28°19'48" N., long. 82°43'37" W.); then east to the intersection of Highway 19 and Highway 52; then east along Highway 52 to Interstate 75; then south along the eastern edge of Interstate 75 to Highway 54; then east along Highway 54 to Highway 39–301 at Zephyrhills, FL; then south on Highway 39 to Highway 60; then west on Highway 60 to lat. 27°56'17" N., long. 82°11'05" W.; then south to and along the railroad to Parrish, FL; then southwest along Highway 301 to the 10-mile DME arc of the Sarasota Class C airspace area; then counterclockwise along the Sarasota Class C airspace area 10-mile DME arc to Interstate 75; then north along Interstate 75 to the 10-mile radius of the Point of Origin; then counterclockwise along 10-mile radius of the Point of Origin to the shoreline; then south along the shoreline to lat. 27°42'15" N., long. 82°40'45" W.; then direct to the shoreline at lat. 27°40'47" N., long. 82°44'14" W.; then north along the shoreline to the point of beginning.

*Area D.* That airspace extending upward from 6,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of the Anna Maria Island, FL, shoreline and the 30-mile radius of the Point of Origin; then clockwise along the 30-mile radius of the Point of Origin to long. 83°00'00" W.; then north along long. 83°00'00" W. to the 30-mile radius of the Point of Origin; then clockwise along the 30-mile radius of the Point of Origin to Dade City, FL; then south on Highway 39–301 to Highway 54 at Zephyrhills, FL; then west on Highway 54 to Interstate 75; then north on the eastern edge of Interstate 75 to Highway 52; then west on Highway 52 to the intersection of Highway 52 and Highway 19 at Hudson, FL; then due west to and south along the shoreline to lat. 27°40'47" N., long. 82°44'14" W.; then south along the shoreline to the point of beginning; and that airspace beginning at the intersection of Highway 301 and the Sarasota Class C airspace area 10-mile DME arc; then northeast along Highway 301 to Parrish, FL;

then northeast along the railroad to lat. 27°56'17" N., long. 82°11'05" W.; then east along Highway 60 to the intersection of Highway 60 and Highway 39; then south along Highway 39 to the 30-mile radius of the Point of Origin; then clockwise along the 30-mile radius of the Point of Origin to the Sarasota, FL, Class C airspace area 10-mile DME arc; then counterclockwise along the Sarasota Class C airspace area 10-mile DME arc to the point of beginning.

Issued in Washington, DC, on February 21, 2013.

**Gary A. Norek,**

*Manager, Airspace Policy and ATC Procedures Group.*

[FR Doc. 2013–04829 Filed 3–6–13; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

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

#### Amendment of Class E Airspace; Goldsboro, NC

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

**ACTION:** Final rule.

**SUMMARY:** This action amends 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 updates the geographic coordinates of Mount Olive Municipal Airport and the Seymour Johnson TACAN, and recognizes the airport name change of Goldsboro-Wayne Municipal Airport to Wayne Executive Jetport.

**DATES:** Effective 0901 UTC, May 2, 2013. 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 7400.9 and publication of conforming amendments.

**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 September 28, 2012, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to amend Class E airspace in the Goldsboro, NC area (77 FR 59572). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received. Subsequent to publication, the FAA found an error in the name of the Wayne Executive Jetport and makes the correction in the rule. Except for editorial changes, and the change noted above, this rule is the same as published in the NPRM.

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 designations listed in this document will be published subsequently in the Order.

### The Rule

This amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 amends 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 are also adjusted to coincide with the FAA's aeronautical database. This action also recognizes the airport name change of Goldsboro-Wayne Municipal Airport to Wayne Executive Jetport.

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, will 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 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 controlled airspace in the Goldsboro, NC, area.

#### Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures," paragraph 311a. 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(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, 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 Executive Jetport  
(Lat. 35°27'38" N., long. 77°57'54" W.)  
Mount Olive, 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 Wayne Executive Jetport, and within a 6.5-mile radius of Mount Olive Municipal Airport.

Issued in College Park, Georgia, on February 15, 2013.

**Barry A. Knight,**

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

[FR Doc. 2013–05223 Filed 3–6–13; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2011–1401; Airspace Docket No. 11–AGL–27]

#### Amendment of Class E Airspace; Gaylord, MI

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

**ACTION:** Final rule.

**SUMMARY:** This action amends Class E airspace at Gaylord, MI. Additional controlled airspace is necessary to accommodate new Area Navigation (RNAV) Standard Instrument Approach Procedures at Gaylord Regional Airport. The airport's name and geographic coordinates are also adjusted. The FAA is taking this action to enhance the safety and management of Instrument Flight Rule (IFR) operations at the airport.

**DATES:** *Effective Date:* 0901 UTC, June 27, 2013. 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 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Scott Enander, Central Service Center, Operations Support Group, Federal Aviation Administration, Southwest Region, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone 817–321–7716.

**SUPPLEMENTARY INFORMATION:**

#### History

On September 13, 2012, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to amend Class E airspace for the Gaylord, MI, area, creating additional controlled airspace at Gaylord Regional Airport (77 FR 56586) Docket No. FAA–2011–1401. 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 7400.9W dated August 8, 2012, and effective September 15, 2012, 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.

#### The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by amending Class E airspace extending upward from 700 feet above the surface to ensure that required controlled airspace exists to contain new standard instrument approach procedures at Gaylord Regional Airport, Gaylord, MI. This action enhances the safety and management of IFR operations at the airport. Geographic coordinates of the airport are updated, as well as the airport name from Otsego County Airport to Gaylord Regional Airport, to coincide with the FAA's aeronautical database.

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. Therefore, this regulation: (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, will 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 U.S. Code. Subtitle 1, 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