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**T-346 Lihue, HI (LIH) to PLACK, HI [New]**

Lihue, HI (LIH)	VORTAC	(Lat. 21°57'55.00" N, long. 159°20'17.20" W)
KIKKI, HI	WP	(Lat. 21°31'15.28" N, long. 158°20'37.80" W)
SHIGI, HI	FIX	(Lat. 21°18'15.11" N, long. 158°10'17.41" W)
KUHIO, HI	WP	(Lat. 21°15'18.66" N, long. 157°49'54.01" W)
NORB, HI	FIX	(Lat. 21°09'18.74" N, long. 157°31'21.71" W)
MAKEN, HI	FIX	(Lat. 20°34'44.22" N, long. 156°25'10.66" W)
PLACK, HI	WP	(Lat. 20°16'22.29" N, long. 155°38'27.80" W)

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Issued in Washington, DC, on February 21, 2024.

**Frank Lias,**  
*Manager, Rules and Regulations Group.*

[FR Doc. 2024-03879 Filed 2-26-24; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2023-1757; **Airspace**  
 Docket No. 23-ANM-9]

**RIN 2120-AA66**

**Modification of Class E Airspace;  
 Spanish Fork Municipal Airport/  
 Woodhouse Field, Spanish Fork, UT**

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies the Class E airspace extending upward from 700 feet above the surface at Spanish Fork Municipal Airport/Woodhouse Field, Spanish Fork, UT. This modification supports the safety and management of instrument flight rules (IFR) operations at the airport.

**DATES:** Effective date 0901 UTC, May 16, 2024. 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 JO 7400.11 and publication of conforming amendments.

**ADDRESSES:** A copy of the Notice of Proposed Rulemaking (NPRM), all comments received, this final rule, and all background material may be viewed online at [www.regulations.gov](http://www.regulations.gov) using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year.

FAA Order JO 7400.11H, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation

Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

**FOR FURTHER INFORMATION CONTACT:**  
 Keith T. Adams, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231-2428.

**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 safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it modifies Class E airspace to support IFR operations at Spanish Fork Municipal Airport/Woodhouse Field, Spanish Fork, UT.

**History**

The FAA published a notice of proposed rulemaking for Docket No. FAA-2023-1757 in the **Federal Register** (88 FR 63542; September 15, 2023), proposing to modify Class E airspace at Spanish Fork Municipal Airport/Woodhouse Field, UT. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

**Incorporation by Reference**

Class E5 airspace area is published in paragraph 6005, respectively, of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11H, dated August 11, 2023, and effective September 15, 2023. FAA Order JO

7400.11H is publicly available as listed in the **ADDRESSES** section of this document. These amendments will be published in the next update to FAA Order JO 7400.11.

FAA Order JO 7400.11H lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

**The Rule**

This action amends 14 CFR part 71 by modifying the Class E airspace extending upward from 700 feet above the surface at Spanish Fork Municipal Airport/Woodhouse Field, Spanish Fork, UT.

The Class E airspace area extending upward from 700 feet above the surface is increased to a 6.9-mile radius to better contain IFR departures until they reach 1,200 feet above the surface on the SPANISH FORK ONE DEPARTURE (OBSTACLE) procedure. Additionally, a 2.1-mile extension from the airport’s 326° bearing extending 2 miles on either side is added to better contain IFR arrival operations below 1,500 feet above the surface on the Area Navigation (RNAV) (Global Positioning System [GPS]) Y Runway (RWY) 12 and RNAV (GPS) Z RWY 12 approaches.

**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. 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.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### 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 part 71.1 of FAA Order JO 7400.11H, Airspace Designations and Reporting Points, dated August 11, 2023, and effective September 15, 2023, is amended as follows:

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

\* \* \* \* \*

#### **ANM UT E5 Spanish Fork, UT [Amended]**

Spanish Fork Airport-Woodhouse Field, UT (Lat. 40°08'42" N, long. 111°40'04" W)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of the airport, and within 2 miles on each side of the 326° bearing extending from the 6.9-mile radius to 9 miles northwest of the airport.

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Issued in Des Moines, Washington, on February 21, 2024.

**B.G. Chew,**

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

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**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2024–0274; Airspace Docket No. 24–AGL–5]

RIN 2120–AA66

#### **Amendment of Class E Airspace; Maple Lake, MN**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class E airspace at Maple Lake, MN. This action is the result of an airspace review as part of the decommissioning of the Darwin very high frequency omnidirectional range (VOR) as part of the VOR Minimum Operating Network (MON) Program. This action updates the name of Maple Lake Municipal Airport-Bill Mavencamp Sr. Field to coincide with the FAA’s aeronautical database. This action does not change the airspace boundaries or operating requirements.

**DATES:** Effective 0901 UTC, May 16, 2024. 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 JO 7400.11 and publication of conforming amendments.

**ADDRESSES:** A copy of this final rule and all background material may be viewed online at [www.regulations.gov](http://www.regulations.gov) using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year.

FAA Order JO 7400.11H, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

#### **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 E airspace extending upward from 700 feet above the surface at Maple Lake Municipal Airport-Bill Mavencamp Sr. Field, Maple Lake, MN, to support instrument flight rule operations at this airport.

#### **History**

The airspace at Maple Lake Municipal Airport-Bill Mavencamp Sr. Field, Maple Lake, MN, was reviewed as part of the decommissioning of the Darwin VOR as part of the VOR MON Program. The airspace review revealed that the name of the airport had been changed, but the airspace legal description had not been updated. This action updates the name of the airport to coincide with the FAA’s aeronautical database. This action is an administrative change and does not affect the airspace boundaries or operating requirements.

#### **Incorporation by Reference**

Class E airspace designations are published in paragraph 6005 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11H, dated August 11, 2023, and effective September 15, 2023. FAA Order JO 7400.11H is publicly available as listed in the **ADDRESSES** section of this document. These amendments will be published in the next update to FAA Order JO 7400.11.

FAA Order JO 7400.11H 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 modifies the Class E airspace extending upward from 700 feet above the surface at Maple Lake Municipal Airport-Bill Mavencamp Sr. Field, Maple Lake, MN by updating the name (previously Maple Lake Municipal Airport) of the airport to coincide with the FAA’s aeronautical database.

This action is an administrative change and does not affect the airspace boundaries or operating requirements; therefore, notice and public procedure under 5 U.S.C. 553(b) is unnecessary.