

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**[Docket No. FAA–2024–1983; Airspace
Docket No. 24–ASO–24]

RIN 2120–AA66

**Amendment of Class E Airspace;
Edenton, NC****AGENCY:** Federal Aviation
Administration (FAA), DOT.**ACTION:** Notice of proposed rulemaking
(NPRM).**SUMMARY:** This action proposes to
amend Class E airspace extending
upward from 700 feet above the surface
by adding airspace for ECU Health
Chowan Hospital Heliport, Edenton,
NC. Additionally, this would correct the
Northeastern Regional Airport name
along with correcting coordinates for
Northeastern Regional Airport.**DATES:** Comments must be received on
or before December 23, 2024.**ADDRESSES:** Send comments identified
by FAA Docket No. FAA–2024–1983
and Airspace Docket No. 24–ASO–24
using any of the following methods:* *Federal eRulemaking Portal:* Go to
www.regulations.gov and follow the
online instructions for sending your
comments electronically.* *Mail:* Docket Operations, M–30; U.S.
Department of Transportation, 1200
New Jersey Avenue SE, Room W12–140,
West Building Ground Floor,
Washington, DC 20590–0001.* *Hand Delivery or Courier:* Take
comments to Docket Operations in
Room W12–140 of the West Building
Ground Floor at 1200 New Jersey
Avenue SE, Washington, DC, between 9
a.m. and 5 p.m., Monday through
Friday, except for Federal holidays.* *Fax:* Fax comments to Docket
Operations at (202) 493–2251.*Docket:* Background documents or
comments received may be read at
www.regulations.gov at any time.
Follow the online instructions for
accessing the docket or go to the Docket
Operations in Room W12–140 of the
West Building Ground Floor at 1200
New Jersey Avenue SE, Washington,
DC, between 9 a.m. and 5 p.m., Monday
through Friday, except for Federal
holidays.FAA Order JO 7400.11J 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 AviationAdministration, 800 Independence
Avenue SW, Washington, DC 20591;
telephone: (202) 267–8783.**FOR FURTHER INFORMATION CONTACT:**
Robert Scott Stuart, Operations Support
Group, Eastern Service Center, Federal
Aviation Administration, 1701
Columbia Avenue, College Park, GA
30337; Telephone: (404) 305–5926.**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 would
amend Class E airspace in Edenton, NC.**Comments Invited**The FAA invites interested persons to
participate in this rulemaking by
submitting written comments, data, or
views. Comments are specifically
invited on the overall regulatory,
aeronautical, economic, environmental,
and energy-related aspects of the
proposal. The most helpful comments
reference a specific portion of the
proposal, explain the reason for any
recommended change, and include
supporting data. To ensure the docket
does not contain duplicate comments,
commenters should submit only one
time if comments are filed
electronically, or commenters should
send only one copy of written
comments if comments are filed in
writing.The FAA will file in the docket all
comments it receives, as well as a report
summarizing each substantive public
contact with FAA personnel concerning
this proposed rulemaking. Before acting
on this proposal, the FAA will consider
all comments it receives on or before the
closing date for comments. The FAA
will consider comments filed after the
comment period has closed if it is
possible to do so without incurring
expense or delay. The FAA may change
this proposal in light of the comments
it receives.*Privacy:* In accordance with 5 U.S.C.
553(c), DOT solicits comments from the
public to better inform its rulemakingprocess. DOT posts these comments,
without edits, including any personal
information the commenter provides, to
www.regulations.gov, as described in
the system of records notice (DOT/ALL–
14 FDMS), which can be reviewed at
www.dot.gov/privacy.**Availability of Rulemaking Documents**An electronic copy of this document
may be downloaded through the
internet at www.regulations.gov.
Recently published rulemaking
documents can also be accessed through
the FAA's web page at [www.faa.gov/air_
traffic/publications/airspace_
amendments/](http://www.faa.gov/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 Operations office
(see **ADDRESSES** section for address,
phone number, and hours of
operations). An informal docket may
also be examined during regular
business hours at the office of the
Eastern Service Center, Federal Aviation
Administration, Room 210, 1701
Columbia Ave., College Park, GA 30337.**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 proposes to amend the
current version of that order, FAA Order
JO 7400.11J, Airspace Designations and
Reporting Points, dated July 31, 2024,
and effective September 15, 2024. These
updates will be published in the next
update to FAA Order JO 7400.11. FAA
Order JO 7400.11J is publicly available
as listed in the **ADDRESSES** section of this
document. FAA Order JO 7400.11J lists
Class A, B, C, D, and E airspace areas,
air traffic service routes, and reporting
points.**The Proposal**The FAA proposes an amendment to
14 CFR part 71 to amend Class E
airspace extending upward from 700
feet above the surface by adding
airspace within a 6-mile radius of the
ECU Health Chowan Hospital Heliport,
Edenton, NC. Additionally, it would
correct the Northeastern Regional
Airport name and coordinates for
Northeastern Regional Airport (formerly
Edenton Municipal Airport). Controlled
airspace is necessary for the safety and
management of instrument flight rules
(IFR) operations in the area.

Regulatory Notices and Analyses

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 Department of Transportation (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, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

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

Lists 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(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 JO 7400.11], Airspace Designations and Reporting Points, dated July 31, 2024, and effective September 15, 2024, 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 Edenton, NC [Amended]

Northeastern Regional Airport, NC
(Lat. 36°01'43" N, long. 76°34'11" W)

ECU Health Chowan Hospital Heliport, NC
(Lat. 36°04'09" N, long. 76°36'41" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Northeastern Regional Airport and within a 6-mile radius of ECU Health Chowan Hospital Heliport.

* * * * *

Issued in College Park, Georgia, on November 1, 2024.

Patrick Young,

Manager, Airspace & Procedures Team North, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2024–25797 Filed 11–6–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2024–2333; Airspace Docket No. 24–AAL–111]

RIN 2120–AA66

Modification of Class E Airspace; Alaska, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to modify Class E airspace extending upward from 1,200 feet above the surface within a designated landmass and within 12 miles from a designated coastline associated with the state of Alaska. Additionally, this action proposes administrative amendments to update the airspace’s existing Class E airspace legal description. These actions will support lower altitude instrument flight rules (IFR) operations and enhance safety for aircraft utilizing IFR and visual flight rules (VFR) operations.

DATES: Comments must be received on or before December 23, 2024.

ADDRESSES: Send comments identified by FAA Docket No. FAA–2024–2333 and Airspace Docket No. 24–AAL–111 using any of the following methods:

* *Federal eRulemaking Portal:* Go to www.regulations.gov and follow the online instructions for sending your comments electronically.

* *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building

Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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FAA Order JO 7400.11], Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at 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 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 would modify Class E airspace to support IFR and VFR operations in the state of Alaska.

Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include