

received. All comments submitted will be available for examination in the public docket both before and after the comment closing date. 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 through the internet at <https://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's web page at [https://www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](https://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 Office (see the **ADDRESSES** section for address and phone number) between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays. An informal docket may also be examined between 8:00 a.m. and 4:30 p.m., Monday through Friday, except federal holidays at the office of the Eastern Service Center, Federal Aviation Administration, Room 350, 1701 Columbia Avenue, College Park, GA 30337.

#### Availability and Summary of Documents for Incorporation by Reference

This document proposes to amend FAA Order 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020. FAA Order 7400.11E is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11E 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 modify Class E airspace extending upward from 700 feet above the surface at Courtland Airport, Courtland, AL, by updating the airport's name and geographical coordinates. In addition, the reference to Muscle Shoals Airport would be removed from the description, as it is not necessary (FAA Order 7400.2M, 18–2–1, note).

Class E airspace designations are published in Paragraph 6005, of FAA Order 7400.11E, dated July 21, 2020, and effective September 15, 2020, 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.

FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

#### 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 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 FAA final regulatory action.

#### 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 Federal Aviation Administration Order 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020, is amended as follows:

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

\* \* \* \* \*

#### **ASO AL E5 Courtland, AL [Amended]**

Courtland Airport, AL  
(Lat. 34°39'29" N, long. 87°20'55" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Courtland Airport.

Issued in College Park, Georgia, on June 17, 2021.

**Andreese C. Davis,**

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

[FR Doc. 2021–13273 Filed 6–24–21; 8:45 am]

**BILLING CODE 4910–13–P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 71**

[Docket No. FAA–2021–0477; Airspace Docket No. 21–AGL–10]

RIN 2120–AA66

#### **Proposed Amendment of Class D and Class E Airspace; Belleville, IL**

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

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

**SUMMARY:** This action proposes to amend the Class D and Class E airspace at Scott AFB/MidAmerica St. Louis Airport, Belleville, IL. The FAA is proposing this action as the result of a biennial airspace review. The name of the airport would also be updated to coincide with the FAA's aeronautical database.

**DATES:** Comments must be received on or before August 9, 2021.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590; telephone (202) 366–9826, or (800) 647–5527. You must identify FAA Docket No. FAA–2021–0477/Airspace Docket No. 21–AGL–10 at the beginning of your comments. You may also submit comments through the internet at <https://www.regulations.gov>. You may review the public docket

containing the proposal, any comments received, and any final disposition in person in the Dockets Office between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays.

FAA Order 7400.11E, Airspace Designations and Reporting Points, and

subsequent amendments can be viewed online at [https://www.faa.gov/air\\_traffic/publications/](https://www.faa.gov/air_traffic/publications/). For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11E at NARA, email: [fedreg.legal@nara.gov](mailto:fedreg.legal@nara.gov) or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**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 would amend the Class D airspace, the Class E airspace area designated as an extension to Class D airspace, and the Class E airspace extending upward from 700 feet above the surface at Scott AFB/MidAmerica St. Louis Airport, Belleville, IL, to support instrument flight rule operations at this airport.

**Comments Invited**

Interested parties are invited to participate in this proposed rulemaking 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 and be submitted in triplicate to the address listed above.

Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. FAA-2021-0477/Airspace Docket No. 21-AGL-10." 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 through the internet at <https://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's web page at [https://www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](https://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 Office (see the **ADDRESSES** section for the address and phone number) between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays. An informal docket may also be examined during normal business hours at the Federal Aviation Administration, Air Traffic Organization, Central Service Center, Operations Support Group, 10101 Hillwood Parkway, Fort Worth, TX 76177.

**Availability and Summary of Documents for Incorporation by Reference**

This document proposes to amend FAA Order 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020. FAA Order 7400.11E is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11E lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

**The Proposal**

The FAA is proposing an amendment to 14 CFR part 71 by:

Amending the Class D airspace at Scott AFB/MidAmerica St. Louis Airport, Belleville, IL, by removing the city associated with the airport to comply with changes to FAA Order

7400.2N, Procedures for Handling Airspace Matters; updating the name (previously Scott AFB/MidAmerica Airport) of the airport to coincide with the FAA's aeronautical database; and replacing the outdated term "Airport/Facility Directory" with "Chart Supplement";

Amending the Class E airspace area designated as an extension to Class D airspace at Scott AFB/MidAmerica St. Louis Airport by adding an extension 1.3 miles each side of the 048° bearing from the Scott TACAN extending from the 4.9-mile radius of the airport to 5.7 miles northeast of the Scott TACAN; amending the northwest extension to 1 mile (decreased from 1.5 miles) each side of the 314° (previously 312°) radial from the Scott TACAN extending from the 4.9-mile radius from the airport to 9.5 miles (decreased from 10 miles) northwest of the Scott TACAN; removing the city associated with the airport to comply with changes to FAA Order 7400.2N; updating the name of the airport (previously Scott AFB/MidAmerica Airport) to coincide with the FAA's aeronautical database; and replacing the outdated term "Airport/Facility Directory" with "Chart Supplement";

And amending the Class E airspace extending upward from 700 feet above the surface to at Scott AFB/MidAmerica St. Louis Airport by adding an extension 8 miles northwest and 10 miles southeast of the 048° bearing from the Scott TACAN extending from the 7.4-mile radius of the airport to 22 miles northeast of the Scott TACAN; adding an extension 1 mile each side of the 137° bearing from the airport extending from the 7.4-mile radius of the airport to 8.1 miles southeast of the airport; amending the southeast extension to 1.5 miles (decreased from 1.7 miles) each side of the 142° (previously 140°) radial from the Scott TACAN extending from the 7.4-mile radius of the airport to 12.7 miles (decreased from 14 miles) southeast of the Scott TACAN; amending the northwest extension to 4 miles (increased from 1.5 miles) each side of the 314° (previously 312°) radial from the Scott TACAN extending from the 7.4-mile radius of the airport to 10.5 miles (increased from 10 miles) northwest of the Scott TACAN; removing the city associated with the airport to comply with changes to FAA Order 7400.2N; updating the name of the airport (previously Scott AFB/MidAmerica Airport) to coincide with the FAA's aeronautical database; and removing the exclusionary language as it is not required.

This action is due to a biennial airspace review.

Class D and Class E airspace designations are published in paragraph 5000, 6004, and 6005, respectively, of FAA Order 7400.11E, dated July 21, 2020, and effective September 15, 2020, which is incorporated by reference in 14 CFR 71.1. The Class D and E airspace designation listed in this document will be published subsequently in the Order.

FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

### 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, 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, would 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 FAA final regulatory action.

### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, 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 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 71.1 of FAA Order 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020, is amended as follows:

*Paragraph 5000 Class D Airspace.*

\* \* \* \* \*

### AGL IL D Belleville, IL [Amended]

Scott AFB/MidAmerica St. Louis Airport, IL (Lat. 38°32'43" N, long. 89°50'07" W)

That airspace extending upward from the surface to and including 3,000 feet MSL within a 4.9-mile radius of the Scott AFB/MidAmerica St. Louis Airport. This Class D airspace area is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

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

\* \* \* \* \*

### AGL IL E4 Belleville, IL [Amended]

Scott AFB/MidAmerica St. Louis Airport, IL (Lat. 38°32'43" N, long. 89°50'07" W)

Scott TACAN (Lat. 38°32'43" N, long. 89°51'06" W)

That airspace extending upward from the surface within 1.3 miles each side of the 048° bearing from the Scott TACAN extending from the 4.9-mile radius of Scott AFB/MidAmerica St. Louis Airport to 5.7 miles northeast of the Scott TACAN, and within 1 mile each side of the 314° radial from the Scott TACAN extending from the 4.9-mile radius of the Scott AFB/MidAmerica St. Louis Airport to 9.5 miles northwest of the Scott TACAN. This Class E airspace area is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

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

\* \* \* \* \*

### AGL IL E5 Belleville, IL [Amended]

Scott AFB/MidAmerica St. Louis Airport, IL (Lat. 38°32'43" N, long. 89°50'07" W)

Scott TACAN (Lat. 38°32'43" N, long. 89°51'06" W)

That airspace extending upward from 700 feet above the surface within a 7.4-mile radius of Scott AFB/MidAmerica St. Louis Airport, and within 8 miles northwest and 10 miles southeast of the 048° bearing from the Scott TACAN extending from the 4.9-mile radius from Scott AFB/MidAmerica St. Louis Airport to 22 miles northeast of the Scott TACAN, and within 1 mile each side of the 137° bearing from the Scott AFB/MidAmerica St. Louis Airport extending from the 7.4-mile radius of Scott AFB/MidAmerica St. Louis Airport to 8.1 miles southeast of Scott AFB/MidAmerica St. Louis Airport, and within

1.5 miles each side of the 142° radial from the Scott TACAN extending from the 7.4-mile radius of Scott AFB/MidAmerica St. Louis Airport to 12.7 miles southeast of the Scott TACAN, and within 4 miles each side of the 314° radial from the Scott TACAN extending from the 7.4-mile radius of Scott AFB/MidAmerica St. Louis Airport to 10.5 miles northwest of the Scott TACAN.

Issued in Fort Worth, Texas, on June 21, 2021.

**Martin A. Skinner,**

*Acting Manager, Operations Support Group, ATO Central Service Center.*

[FR Doc. 2021–13490 Filed 6–24–21; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 71

[Docket No. FAA–2021–0171; Airspace Docket No. 21–ASO–4]

**RIN 2120–AA66**

### Proposed Amendment of Class E Airspace; Tuscaloosa, AL

**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 for Tuscaloosa National Airport, Tuscaloosa, AL. The FAA is proposing this action as a result of an airspace review caused by the decommissioning of the CRIMSON Very High Frequency Omnidirectional Range collocated with Tactical Air Navigation (VORTAC). This action would also update name of Tuscaloosa National Airport, (formerly Tuscaloosa Municipal Airport) AL. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations in the area.

**DATES:** Comments must be received on or before August 9, 2021.

**ADDRESSES:** Send comments on this proposal to: The U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001; Telephone: (800) 647–5527, or (202) 366–9826. You must identify the Docket No. FAA–2021–0171; Airspace Docket No. 21–ASO–4 at the beginning of your comments. You may also submit comments through the internet at <https://www.regulations.gov>.

FAA Order 7400.11E Airspace Designations and Reporting Points, and subsequent amendments can be viewed