

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

[Docket No. FAA–2024–0867; Airspace
Docket No. 24–ANE–3]

RIN 2120–AA66

**Amendment of Class E Airspace;
Presque Isle, ME**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E airspace extending upward 700 feet above the surface for Presque Isle International Airport, Presque Isle, ME, by adding and updating airport names in the header and geographic coordinates. This action does not change the airspace boundaries or operating requirements.

DATES: Effective 0901 UTC, April 17, 2025. 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 using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours a day, 365 days a year.

FAA Order JO 7400.11J 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: Justin T. Rhodes, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; Telephone: (404) 305–5478.

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 Class E airspace in Presque Isle, ME. An airspace evaluation determined that this update is necessary to support IFR operations in the area.

History

The FAA published a notice of proposed rulemaking for Docket No. FAA–2024–0867 in the **Federal Register** (89 FR 33305; April 29, 2024) to amend Class E airspace extending upward from 700 feet above the surface for Presque Isle International Airport, Presque Isle, ME. 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 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 7400.11J, dated July 31, 2024, and effective September 15, 2024. These updates will be published in the next update to FAA Order JO 7400.11. That order 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 Rule

This action amends 14 CFR part 71 by amending Class E airspace extending from 700 feet above the surface for Presque Isle International Airport, Presque Isle, ME, by updating Presque Isle International Airport’s name (previously “Northern Maine Regional Airport”), adding AR Gould Hospital Heliport to the description header, and updating geographic coordinates to align with FAA databases. This action would not change the airspace boundaries or operating requirements. 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 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 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 5–6.5a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant the preparation of an environmental assessment.

Lists 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 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 7400.11J, 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.

* * * * *

ANE ME E5 Presque Isle, ME

Presque Isle International Airport, ME
(Lat. 46°41’20” N, long. 68°02’41” W)
Caribou Municipal Airport

(Lat. 46°52'18" N, long. 68°01'06" W)
Loring International Airport
(Lat. 46°57'02" N, long. 67°53'09" W)
AR Gould Hospital Heliport
(Lat. 46°40'33" N, long. 67°59'56" W)

That airspace extending upward from 700 feet above the surface within an area bounded by a line beginning at lat. 46°27'20" N, long. 67°46'57" W, to lat. 46°27'16" N, long. 68°15'11" W, to lat. 46°58'33" N, long. 68°25'07" W, to lat. 47°06'57" N, long. 67°53'40" W, to lat. 47°03'52" N, long. 67°47'26" W, to the point of beginning, excluding that airspace outside of the United States.

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Issued in College Park, Georgia, on January 15, 2025.

Patrick Young,

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

[FR Doc. 2025–01384 Filed 1–29–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA–2024–2691; Airspace
Docket No. 24–ASO–28]

RIN 2120–AA66

Establishment of Restricted Area R–2103C and Amendment of Restricted Area R–2103A and R–2103B; Fort Novosel, AL

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends restricted area R–2103A and R–2103B, Fort Novosel, AL, by amending the internal altitude sub-divisions and establishing restricted area R–2103C to match daily mission requirements. These changes do not add additional designated restricted area airspace.

DATES: Effective date 0901 UTC, April 17, 2025.

ADDRESSES: A copy of this final rule, and all background material may be viewed online at 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.

FOR FURTHER INFORMATION CONTACT: Brian Vidis, Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267–8783.

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 amends restricted area airspace at Fort Novosel, AL, to enhance aviation safety and align with essential United States (U.S.) Army activities.

Background

The U.S. Army initiated a request to the Jacksonville Air Route Traffic Control Center (ARTCC), who concurred, to modify the internal altitudes that vertically subdivides restricted areas R–2103A and R–2103B to align with daily mission requirements and common usage.

Restricted area R–2103A and R–2103B share the same external boundary that overlay each other. Restricted area R–2103A had designated altitudes from the surface to but not including 10,000 feet mean sea level (MSL), and restricted area R–2103B had designated altitudes from 10,000 feet MSL to 15,000 feet MSL. This action changes the internal vertical subdivision of restricted areas R–2103A and R–2103B from 10,000 feet MSL to 5,000 feet MSL. Additionally, the ceiling of restricted area R–2103B would be lowered from 15,000 feet MSL to 10,000 feet MSL. Restricted area R–2103C is established with designated altitudes from 10,000 feet MSL to 15,000 feet MSL and shares the same external boundary as restricted areas R–2103A and R–2103B so that each would overlay the other. The result of amendments to the vertical subdivisions of these restricted area airspaces allows for maximum joint use of the airspace by non-participant aircraft when U.S. Army training doesn't require all designated altitudes.

These changes do not represent any changes in lateral boundaries, operations, or new equipment being utilized in the airspace; nor does it reflect any increase in the number of operations that would be conducted.

The Rule

This action amends 14 CFR part 73 by amending restricted area R–2103A and

R–2103B, Fort Novosel, AL, by amending the internal altitude sub-divisions and establishing restricted area R–2103C to match daily mission requirements.

Restricted areas R–2103A and R–2103B share common boundaries that overlay each other. The designated altitudes for R–2103A are changed to “surface to but not including 5,000 feet MSL”. The designated altitudes for R–2103B are changed to “5,000 feet MSL to but not including 10,000 feet MSL”. Restricted area R–2103C is established, and it shares a common boundary with restricted areas R–2103A and R–2103B to overlay each other. The designated altitudes for R–2103C are “10,000 feet MSL to 15,000 feet MSL”.

This action consists of administrative internal altitude amendments only and does not affect the boundaries, total volume of airspace, time of designation, or activities conducted in the airspace. Therefore, notice and public procedure under 5 U.S.C. 553(b) is unnecessary.

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 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 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 of amending internal altitude sub-divisions in R–2103A and R–2103B, and establishment of restricted area R–2103C, qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*) and its implementing regulations at 40 CFR part 1500, and in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 5–6.5a, which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points