

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 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(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 6002 Class E Surface Airspace.

* * * * *

ANE ME E2 Bar Harbor, ME [Amend]

Hancock County-Bar Harbor Airport, ME
(Lat. 44°26'59" N, long. 68°21'41" W)

That airspace extending upward from the surface within a 5.5-mile radius of Hancock County-Bar Harbor Airport.

Paragraph 6005 Class E Airspace Areas Extending Upward from 700 feet or More Above the Surface of the Earth.

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ANE ME E5 Bar Harbor, ME [Amend]

Hancock County-Bar Harbor Airport, ME
(Lat. 44°26'59" N, long. 68°21'41" W)

Bar Harbor Heliport
(Lat. 44°22'54" N, long. 68°12'14" W)

That airspace extending upward from 700 feet above the surface within an 8.0-mile radius of Hancock County-Bar Harbor Airport and 3.7 miles each side of the 025° bearing extending from the 8.0-mile radius to 11.4 miles northeast from the airport, and that airspace within a 6.0-mile radius of the Bar Harbor Heliport.

Issued in College Park, Georgia, on July 22, 2021.

Andree C. Davis,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2021–0274; Airspace
Docket No. 20–ANM–58]

RIN 2120–AA66

Modification of Class E Airspace; Saratoga, WY

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 Shively Field Airport, Saratoga, WY. This action also removes the Class E airspace extending upward from 1,200 feet above the surface, and the Saratoga NDB and the Cherokee VOR/DME from the airspace's text header and description. This action also implements several updates to the airspace's legal description. The airspace is designed to support instrument flight rules (IFR) operations at the airport.

DATES: Effective 0901 UTC, October 7, 2021. 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 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order 7400.11E, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at 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 or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FOR FURTHER INFORMATION CONTACT:

Matthew Van Der Wal, Federal Aviation Administration, Western Service Center,

Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–3695.

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 modifies the Class E airspace at Shively Field Airport, Saratoga, WY, to ensure the safety and management of IFR operations at the airport.

History

The FAA published a notice of proposed rulemaking in the **Federal Register** (86 FR 24805; May 10, 2021) for Docket No. FAA–2021–0274 to modify the Class E airspace at Dillon Airport, Dillon, MT. 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 E5 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 designation listed in this document will be published subsequently in the Order.

Availability and Summary of Documents for Incorporation by Reference

This document amends 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 Rule

This amendment to 14 CFR part 71 modifies the Class E airspace, extending upward from 700 feet above the surface, at Shively Field Airport, Saratoga, WY. This airspace is designed to contain IFR departures to 1,200 feet above the

surface and IFR arrivals descending below 1,500 feet above the surface. To properly contain arriving and departing IFR aircraft, the radius south of the airport is reduced from 6.9 miles to 5 miles. The radius north of the airport is increased from 6.9 miles to 7.3 miles. Also, the area extending north of the airport is increased to properly contain IFR aircraft performing a procedure turn maneuver for the NDB-A Approach.

This action also removes the Class E airspace extending upward from 1,200 feet above the surface. This airspace area is wholly contained within the Denver en route airspace and duplication is not necessary.

Further, this action removes the Saratoga NDB and the Cherokee VOR/DME from the Class E5's text header and airspace description. The navigational aids (NAVAIDs) are not needed to define the airspace and removal of the NAVAIDs simplifies the airspace description.

Lastly, the action implements several administrative updates to the airspace text header. The city name is removed from the second line of the text header, and the airport's geographic coordinates on the third line of the text header are updated to "lat. 41°26'37" N, long. 106°49'39" W," to match the FAA database.

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

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.

List of Subjects in 14 CFR Part 71

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Adoption of the Amendment

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§ 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 6005 Class E Airspace Areas Extending Upward from 700 feet or more above the Surface of the Earth.

* * * * *

ANM WY E5 Saratoga, WY [Amended]

Shively Field Airport, WY

(Lat. 41°26'37" N, long. 106°49'39" W)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the airport beginning at the 075° bearing from the airport clockwise to the 234° bearing from the airport, and within a 7.3-mile radius of the airport beginning at the 234° bearing from the airport clockwise to the 075° bearing from the airport, and within 4 miles east and 8 miles west of the 341° bearing from the airport, extending from the 7.3-miles radius to 16.1 miles north of the airport.

Issued in Des Moines, Washington, on July 22, 2021.

Maria A. Aviles,

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

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SECURITIES AND EXCHANGE COMMISSION

17 CFR Parts 232

[Release Nos. 33–10948; 34–92216; 39–2539; IC–34304]

Adoption of Updated EDGAR Filer Manual

AGENCY: Securities and Exchange Commission.

ACTION: Final rule.

SUMMARY: The Securities and Exchange Commission (the "Commission") is adopting amendments to Volumes I and II of the Electronic Data Gathering, Analysis, and Retrieval system ("EDGAR") Filer Manual ("EDGAR Filer Manual" or "Filer Manual") and related rules. The EDGAR system was upgraded on June 18, 2021.

DATES:

Effective date: July 28, 2021.

Incorporation by reference: The incorporation by reference of the EDGAR Filer Manual is approved by the Director as of July 28, 2021.

FOR FURTHER INFORMATION CONTACT: For questions regarding the amendments to Volumes I and II of the Filer Manual and related rules, please contact Rosemary Filou, Chief Counsel, or Jane Patterson, Senior Counsel, in the EDGAR Business Office at (202) 551–3900. For questions concerning Form N–CEN updates, please contact Heather Fernandez in the Division of Investment Management at (202) 551–6708. For questions concerning the changes to Forms S–1, S–3, F–1 and F–3, please contact Chris Windsor, Senior Special Counsel in the Division of Corporation Finance at (202) 551–3419. For questions concerning the XBRL submissions, please contact the Office of Structured Disclosure in the Division of Economic and Risk Analysis at (202) 551–5494.

SUPPLEMENTARY INFORMATION: We are adopting an updated EDGAR Filer Manual, Volume I: "General Information," Version 38 (June 2021) and Volume II: "EDGAR Filing," Version 58 (June 2021). The updated Filer Manual volumes are incorporated by reference into the Code of Federal Regulations.

I. Background

The Filer Manual contains technical specifications needed for filers to make submissions on EDGAR. Filers must comply with the applicable provisions of the Filer Manual in order to assure the timely acceptance and processing of