

safety and management of IFR operations at the airport.

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 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. 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 controlled airspace at Weedon Field Airport, Eufaula, AL.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, “Environmental Impacts: Policies and Procedures,” paragraph 311a. 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 7400.9Y, Airspace Designations and Reporting Points, dated August 6, 2014, effective September 15, 2014, 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 Eufaula, AL [Amended]

Weedon Field Airport, AL
(Lat. 31°57′05″ N., long. 85°07′44″ W.)

That airspace extending upward from 700 feet above the surface within a 7.3-mile radius of Weedon Field Airport.

Issued in College Park, Georgia, on May 13, 2015.

Joey Medders,

*Acting Manager, Operations Support Group,
Eastern Service Center, Air Traffic
Organization.*

[FR Doc. 2015–12359 Filed 5–22–15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2015–0794; Airspace
Docket No. 15–ASO–5]

Amendment of Class D Airspace; Jupiter, FL

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule, technical
amendment; correction.

SUMMARY: This action corrects an error in the title of a final rule published in the **Federal Register** on May 1, 2015, amending Class D Airspace at William P. Gwinn Airport, Jupiter, FL. It should read Class D Airspace, not Class E Airspace, and the word Proposed is removed.

DATES: Effective 0901 UTC, June 25, 2015, The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order

7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–6364.

SUPPLEMENTARY INFORMATION:

History

On May 1, 2015, the FAA published a final rule in the **Federal Register** amending Class D airspace at William P. Gwinn Airport, Jupiter, FL. (80 FR 24793). After publication, the FAA found that the title was incorrectly typed as Proposed Amendment of Class E Airspace, Jupiter, FL, instead of Amendment of Class D Airspace, Jupiter, FL. This action makes the correction.

The Class E airspace designations are published in Paragraph 6005 of FAA Order 7400.9Y, dated August 9, 2014, and effective September 15, 2014, 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.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, Docket No. FAA–2015–0794, amending Class D airspace at William P. Gwinn Airport, Jupiter, FL, as published in the **Federal Register** on May 1, 2015, (80 FR 24793), FR Doc. 2015–09881, is corrected as follows: On page 24793, column 3, line 39, remove, “Proposed Amendment of Class E Airspace; Jupiter, FL”, and add in its place, “Amendment of Class D Airspace, Jupiter, FL.

Issued in College Park, Georgia, on May 13, 2015.

Joey Medders,

*Acting Manager, Operations Support Group,
Eastern Service Center, Air Traffic
Organization.*

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