

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 Covington, TN, to support IFR operations in the area.

### History

The FAA published a notice of proposed rulemaking for Docket No. FAA-2023-1082 in the **Federal Register** (88 FR 29579; May 08, 2023), proposing to amend Class E airspace for Covington Municipal Airport, Covington, TN. 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, incorporated by reference in 14 CFR 71.1 annually. This document amends the current version of that order, FAA Order JO 7400.11G, dated August 19, 2022, and effective September 15, 2022. FAA Order JO 7400.11G is publicly available as listed in the **ADDRESSES** section of this document. These amendments will be published in the next FAA Order JO 7400.11 update.

FAA Order JO 7400.11G 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 upward from 700 feet above the surface for Covington Municipal Airport, Covington, TN, to accommodate area navigation (RNAV) global positioning system (GPS) standard instrument approach procedures (SIAPs) serving this airport. This amendment supports a new instrument approach at this airport. The existing radius would be increased to 10.2 miles (previously 7 miles). 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 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 7400.11G, Airspace Designations and Reporting Points, dated August 19, 2022, and effective September 15, 2022, is amended as follows:

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

\* \* \* \* \*

### ASO TN E5—Covington, TN [Amended]

Covington Municipal Airport, TN  
(Lat 35°35'00" N, long 89°35'14" W)

That airspace extends upward from 700 feet above the surface within a 10.2-mile radius of Covington Municipal Airport.

\* \* \* \* \*

Issued in College Park, Georgia, on August 2, 2023.

**Andrese C. Davis,**

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

[FR Doc. 2023-16908 Filed 8-9-23; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2023-1533; Airspace Docket No. 23-AWA-4]

**RIN 2120-AA66**

### Amendment of Class C Airspace; Palm Beach International Airport, West Palm Beach, FL

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

**ACTION:** Final rule, correction.

**SUMMARY:** This action corrects a final rule published by the FAA in the **Federal Register** on July 18, 2023, that amends the Palm Beach International Airport, FL Class C airspace description as published in FAA Order JO 7400.11G, dated August 19, 2022. In the rule, the text describing Area C of the Class C airspace area was inadvertently omitted from the Palm Beach, FL Class C airspace description. This action restores the text for Area C to the Class C description.

**DATES:** Effective date 0901 UTC, October 5, 2023. 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 final rule, this final rule correction, and all background material may be viewed online at [www.regulations.gov](http://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.

FAA Order JO 7400.11G, 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 Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

**FOR FURTHER INFORMATION CONTACT:**

Brian Vidis, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

**SUPPLEMENTARY INFORMATION:**

**History**

The FAA published a final rule in the **Federal Register** for Docket No. FAA–2023–1533 (88 FR 45812; July 18, 2023) that amended the text header in the Palm Beach International Airport, FL Class C airspace description as published in FAA Order JO 7400.11G. The change removed the words “Palm Beach International Airport” from the first line in the Class C description and replaced them with the words “West Palm Beach”. This change aligned with the current formatting standard which requires that the city location of the airport be stated on the first line of the description and the airport name be stated on the second line. In the regulatory text of the rule, the text describing Area C of the Class C airspace area was inadvertently omitted. This action reinserts Area C in the Class C description.

**Correction to Final Rule**

Accordingly, pursuant to the authority delegated to me, in Docket No. FAA–2023–1533, as published in the **Federal Register** of July 18, 2023 (88 FR 45812), FR Doc. 2023–15147, is corrected as follows:

Amend the West Palm Beach, FL Airspace Class C description by adding Area C to the description, to read as follows:

**§ 71.1 [Corrected]**

\* \* \* \* \*

**ASO FL C West Palm Beach, FL [Corrected]**

Palm Beach International Airport, FL  
(Lat. 26°40′59″ N, long. 80°05′44″ W)  
Palm Beach County Park Airport  
(Lat. 26°35′35″ N, long. 80°05′06″ W)  
*Boundaries.*

*Area A.* That airspace extending upward from the surface to and including 4,000 feet MSL within a 5-mile radius of the Palm Beach International Airport, excluding that airspace within a 2-mile radius of the Palm Beach County Park Airport.

*Area B.* That airspace extending upward from 1,600 feet MSL to and including 4,000 feet MSL within an area bounded on the north by a line direct from the intersection of the Florida Turnpike (highway 91) and Lantana Road to the intersection of a 5-mile radius of the Palm Beach International Airport and a 2-mile radius west of the Palm Beach County Park Airport, on the east by a line direct from the intersection of a 5-mile radius of the Palm Beach International Airport and U.S. 1, on the south by a 10-mile radius of the Palm Beach International Airport, and on the west by the Florida Turnpike.

*Area C.* That airspace extending upward from 1,200 feet MSL to and including 4,000 feet MSL within a 10-mile radius of the Palm Beach International Airport, excluding area B.

\* \* \* \* \*

Issued in Washington, DC, on August 1, 2023.

**Karen L. Chiodini,**

*Acting Manager, Rules and Regulations Group.*

[FR Doc. 2023–16689 Filed 8–9–23; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Docket No. FAA–2022–0265; Airspace Docket No. 19–AAL–55]**

**RIN 2120–AA66**

**Establishment of United States Area Navigation (RNAV) Route T–386 in the Vicinity of Fairbanks, AK**

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

**ACTION:** Final rule; correction.

**SUMMARY:** The FAA is correcting a final rule published by the FAA in the

**Federal Register** on July 25, 2023, that establishes United States Area Navigation (RNAV) T-route T–386 in the vicinity of Fairbanks, AK, in support of a large and comprehensive T-route modernization project for the state of Alaska. The geographical coordinates listed in the route description are incorrect.

**DATES:** Effective date 0901 UTC, October 5, 2023. 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:** FAA Order JO 7400.11G, 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 Rules and Regulations Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

**FOR FURTHER INFORMATION CONTACT:**

Steven Roff, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

**SUPPLEMENTARY INFORMATION:**

**History**

The FAA published a final rule for Docket No. FAA–2022–0265 in the **Federal Register** (88 FR 47757; July 25, 2023), that establishes RNAV T-route T–386 in the vicinity of Fairbanks, AK. The geographical coordinates listed in the route description are incorrect.

**Correction to Final Rule**

Accordingly, pursuant to the authority delegated to me, the geographical coordinates in Docket No. FAA–2022–0265, as published in the **Federal Register** of July 25, 2023 (88 FR 47757), FR Doc. 2023–15674, on page 47758, the geographical coordinates for RNAV T-route T–386 in the vicinity of Fairbanks, AK are corrected to read as follows:

\* \* \* \* \*

**T–386 Fairbanks, AK (FAI) to WEXIK, AK [New]**

Fairbanks, AK (FAI)	VORTAC	(Lat. 64°48′00.25″ N, long. 148°00′43.11″ W)
DEYEP, AK	FIX	(Lat. 65°12′15.59″ N, long. 145°31′19.80″ W)
WUTGA, AK	WP	(Lat. 65°21′19.16″ N, long. 145°29′46.87″ W)
FIXEG, AK	WP	(Lat. 65°34′22.46″ N, long. 144°47′14.83″ W)
JEGPA, AK	WP	(Lat. 65°36′37.54″ N, long. 144°25′23.87″ W)
WEXIK, AK	WP	(Lat. 65°49′39.86″ N, long. 144°04′50.79″ W)