

**2023–01–10 GE Aviation Czech s.r.o (Type Certificate previously held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.):** Amendment 39–22304; Docket No. FAA–2022–1414; Project Identifier MCAI–2021–01303–E.

**(a) Effective Date**

This airworthiness directive (AD) is effective March 13, 2023.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to GE Aviation Czech s.r.o. (GEAC) M601E–11, M601E–11A, M601E–11AS, M601E–11S, and M601F model turboprop engines, with an installed compressor case part number (P/N) M601–154.51, which includes compressor cases identified as, or recorded in the engine logbook as P/N M601–154.6; or with an installed compressor drum having P/N M601–130.7 or P/N M601–134.7.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 7240, Turbine Engine Compressor Section.

**(e) Unsafe Condition**

This AD was prompted by the manufacturer's determination that the life limits for certain compressor cases and compressor drums were not published in the applicable airworthiness limitations section of the engine maintenance manual. Additionally, it was determined that following rework, certain compressor cases were improperly re-identified and the engine logbook entries were not completed. The FAA is issuing this AD to prevent the failure of the compressor case and compressor drum. The unsafe condition, if not addressed, could result in engine mount failure and high energy debris release.

**(f) Compliance**

Comply with this AD within the compliance times specified, unless already done.

**(g) Required Actions**

(1) Within 90 days after the effective date of this AD, recalculate the consumed life of the affected compressor case and affected compressor drum in accordance with the formula and lifting coefficients in paragraph 2.B., Table 1 of the Accomplishment Instructions of GEAC Alert Service Bulletin ASB–M601F–72–30–00–0061 [01] ASB–M601E–72–30–00–0110 [01] (single document; formatted as service bulletin identifier [revision number]), dated October 15, 2021.

(2) For GEAC M601E–11, M601E–11A, and M601F model turboprop engines, before the recalculated consumed life of an affected compressor case exceeds 11,000 equivalent flight cycles (FCs), replace the compressor case with a compressor case eligible for installation.

(3) For GEAC M601E–11S and M601E–11AS model turboprop engines, before the recalculated consumed life of an affected compressor case exceeds 11,000 equivalent

FCs, or within 12 months after the effective date of this AD, whichever occurs first, replace the compressor case with a compressor case eligible for installation.

(4) For all affected engines with an installed compressor drum having P/N M601–130.7 or M601–134.7, before the recalculated consumed life of the compressor drum exceeds 6,750 equivalent FCs, or within 12 months after the effective date of this AD, whichever occurs first, replace the compressor drum with a compressor drum eligible for installation.

**(h) Definition**

(1) For the purpose of this AD, a “compressor case eligible for installation” is:

(i) For GEAC M601E–11, M601E–11A, and M601F model turboprop engines, an affected compressor case that is identified as P/N M601–154.51 with no reference to other P/N's and that does not have a recalculated consumed life that has exceeded its life limit, or a compressor case that is not P/N M601–154.51.

(ii) For GEAC M601E–11S and M601E–11AS model turboprop engines, a compressor case that is not P/N M601–154.51.

**Note 1 to paragraph (h)(1):** A compressor case having P/N M601–154.6 is not an approved configuration, and is not eligible for installation.

(2) For the purpose of this AD, a “compressor drum eligible for installation” is a compressor drum that is not P/N M601–130.7 or M601–134.7.

**(i) Alternative Methods of Compliance (AMOCs)**

The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in § 39.19. In accordance with § 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (j)(2) of this AD and email to: [ANE-AD-AMOC@faa.gov](mailto:ANE-AD-AMOC@faa.gov).

**(j) Additional Information**

(1) Refer to European Union Aviation Safety Agency (EASA) AD 2021–0264, dated November 22, 2021, for related information. This EASA AD may be found in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2022–1414.

(2) For more information about this AD, contact Barbara Caufield, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238–7146; email: [barbara.caufield@faa.gov](mailto:barbara.caufield@faa.gov).

**(k) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) GE Aviation Czech Alert Service Bulletin ASB–M601F–72–30–00–0061 [01] and ASB–M601E–72–30–00–0110 [01], (single document; formatted as service

bulletin identifier [revision number]), dated October 15, 2021.

(ii) Reserved.

(3) For GEAC service information identified in this AD, contact GE Aviation Czech s.r.o., Beranových 65, 199 02 Praha 9, Letňany, Czech Republic; phone: +420 222 538 111.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222–5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov), or go to: [www.archives.gov/federal-register/cfr/ibr-locations.html](https://www.archives.gov/federal-register/cfr/ibr-locations.html).

Issued on January 11, 2023.

**Christina Underwood,**

*Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2023–02358 Filed 2–3–23; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA–2022–1557; Airspace Docket No. 22–ACE–21]

**RIN 2120–AA66**

**Amendment of Class D and E Airspace and Revocation of Class E Airspace; Topeka, KS**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class D and E airspace and revokes Class E airspace at Topeka, KS. These actions are the result of biennial airspace reviews. The name of Topeka Regional Airport, Topeka, KS, and the geographic coordinates of Philip Billard Municipal Airport, Topeka, KS, are also being updated to coincide with the FAA's aeronautical database.

**DATES:** Effective 0901 UTC, April 20, 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 [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.

**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 amends the Class D airspace, the Class E surface airspace, and the Class E airspace extending upward from 700 feet above the surface at Topeka Regional Airport, Topeka, KS, and Philip Billard Municipal Airport, Topeka, KS, and removes the Class E airspace designated as an extension to Class D and Class E surface airspace areas at Philip Billard Municipal Airport to support instrument flight rule operations at these airports.

**History**

The FAA published a notice of proposed rulemaking (NPRM) in the **Federal Register** (87 FR 75533; December 9, 2022) for Docket No. FAA-2022-1557 to amend the Class D and E airspace and revoke Class E airspace at Topeka, KS. 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 D and E airspace designations are published in paragraphs 5000, 6002, 6004, and 6005 of FAA Order JO 7400.11G, dated August 19, 2022, and effective September 15, 2022, which is incorporated by reference in 14 CFR 71.1. The Class D and E airspace designations listed in this document will be published subsequently in FAA Order JO 7400.11.

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

This document amends FAA Order JO 7400.11G, Airspace Designations and Reporting Points, 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. FAA Order JO 7400.11G lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

**Differences From the NPRM**

Vertical limits were inadvertently included in the airspace legal descriptions for the Class E surface airspace at Topeka Regional Airport, Topeka, KS, and Philip Billard Municipal Airport, Topeka, KS. The vertical limits were not included in The Proposal of the NPRM, and the vertical limits are not part of the current airspace legal descriptions. Accordingly there is no impact on the airspace, and the vertical limits are not included in this action.

**The Rule**

This amendment to 14 CFR part 71: Amends the Class D airspace at Topeka Regional Airport, Topeka, KS, by removing the Forbes Field Airport ILS and RIPLY LOM and the associated extensions from the airspace legal description; updates the header of the airspace legal description from "Topeka, Forbes Field Airport, KS" to "Topeka, KS" to comply with changes to FAA Order JO 7400.2N, Procedures for Handling Airspace Matters; removes the city associated with the airport in the airspace legal description to comply with changes to FAA Order JO 7400.2N; updates the name of the airport (previously Forbes Field Airport) to coincide with the FAA's aeronautical database; and replaces the outdated terms "Notice to Airmen" with "Notice to Air Missions" and "Airport/Facility Directory" with "Chart Supplement";

Amends the Class D airspace at Philip Billard Municipal Airport by adding an extension 1 mile each side of the 002° bearing from the airport extending from the 4-mile radius of the airport to 4.1 miles north of the airport; adds an extension 1 mile each side of the 134° bearing from the Philip Billard Muni: RWY 13-LOC extending from the 4-mile radius of the airport to 4.1 miles southeast of the Philip Billard Muni: RWY 13-LOC; adds an extension 1 mile each side of the 314° bearing from the airport extending from the 4-mile radius of the airport to 4.2 miles northwest of the airport; updates the header of the

airspace legal description from "Topeka, Philip Billard Municipal Airport, KS" to "Topeka, KS" to comply with changes to FAA Order JO 7400.2N; removes the city associated with the airport to comply with changes to FAA Order JO 7400.2N; updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database; removes Forbes Field, KS, from the airspace legal description as it is not required; and replaces the outdated terms "Notice to Airmen" with "Notice to Air Missions" and "Airport/Facility Directory" with "Chart Supplement";

Amends the Class E surface airspace at Topeka Regional Airport by removing the Forbes Field Airport ILS and RIPLY LOM and the associated extensions from the airspace legal description; updates the header of the airspace legal description from "Topeka, Forbes Field Airport, KS" to "Topeka, KS" to comply with changes to FAA Order JO 7400.2N; removes the city associated with the airport in the airspace legal description to comply with changes to FAA Order JO 7400.2N; updates the name of the airport (previously Forbes Field Airport) to coincide with the FAA's aeronautical database; and adds missing part-time language to the airspace legal description;

Amends the Class E surface airspace at Philip Billard Municipal Airport by adding an extension 1 mile each side of the 002° bearing from the airport extending from the 4-mile radius of the airport to 4.1 miles north of the airport; adds an extension 1 mile each side of the 134° bearing from the Philip Billard Muni: RWY 13-LOC extending from the 4-mile radius of the airport to 4.1 miles southeast of the Philip Billard Muni: RWY 13-LOC; adds an extension 1 mile each side of the 314° bearing from the airport extending from the 4-mile radius of the airport to 4.2 miles northwest of the airport; updates the header of the airspace legal description from "Topeka, Philip Billard Municipal Airport, KS" to "Topeka, KS" to comply with changes to FAA Order JO 7400.2N; removes the city associated with the airport to comply with changes to FAA Order JO 7400.2N; updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database; removes Forbes Field, KS, from the airspace legal description as it is not required; and replaces the outdated terms "Notice to Airmen" with "Notice to Air Missions" and "Airport/Facility Directory" with "Chart Supplement";

Removes the Class E airspace designated as an extension to Class D and Class E surface airspace area at Philip Billard Municipal Airport as it is no longer required;

Amends the Class E airspace extending upward from 700 feet above the surface at Topeka Regional Airport by removing the Forbes Field ILS and associated extension from the airspace legal description; adds an extension 1 mile each side of the 040° bearing from the airport extending from the 7.4-mile radius of the airport to 12.8 miles northeast of the airport; adds an extension 3.9 miles each side of the Forbes TACAN 124° radial extending from the 7.4-mile radius of the airport to 10.4 miles southwest of the Forbes TACAN; adds an extension 1 mile each side of the 220° bearing from the airport extending from the 7.4-mile radius of the airport to 12.8 miles southwest of the airport; updates the header of the airspace legal description from “Topeka, Forbes Field Airport, KS” to “Topeka, KS” to comply with changes to FAA Order JO 7400.2N; removes the city associated with the airport in the airspace legal description to comply with changes to FAA Order JO 7400.2N; updates the name of the airport (previously Forbes Field Airport) to coincide with the FAA’s aeronautical database;

And amends the Class E airspace extending upward from 700 feet above the surface at Philip Billard Municipal Airport by removing the Topeka VORTAC, BILOY LOM, and Philip Billard Municipal Airport ILS Localizer and the associated extensions from the airspace legal description; adds an extension 1.5 miles each side of the 134° bearing from the Philip Billard Muni: RWY 13–LOC extending from the 6.5-mile radius of the airport to 8.1 miles southeast of the Philip Billard Muni: RWY 13–LOC; adds an extension 3.8 miles each side of the 314° bearing from the Philip Billard Muni: RWY 13–LOC extending from the 6.5-mile radius of the airport to 10.9 miles northwest of the Philip Billard Muni: RWY 13–LOC; updates the header of the airspace legal description from “Topeka, Philip Billard Municipal Airport, KS” to “Topeka, KS” to comply with changes to FAA Order JO 7400.2N; removes the city associated with the airport to comply with changes to FAA Order JO 7400.2N; updates the geographic coordinates of the airport to coincide with the FAA’s aeronautical database.

This action is necessary due to biennial airspace reviews.

FAA Order JO 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 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 5–6.5.a. 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.

### List of Subjects in 14 CFR 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 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 JO 7400.11G, Airspace Designations and Reporting Points, dated August 19, 2022, and effective September 15, 2022, is amended as follows:

*Paragraph 5000 Class D Airspace.*

\* \* \* \* \*

#### ACE KS D Topeka, KS [Amended]

Topeka Regional Airport, KS  
(Lat. 38°57′03″ N, long. 95°39′49″ W)

That airspace extending upward from the surface to and including 3,600 feet MSL within a 4.9-mile radius of Topeka Regional Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Air Missions. The effective dates and times will thereafter be continuously published in the Chart Supplement.

#### ACE KS D Topeka, KS [Amended]

Philip Billard Municipal Airport, KS  
(Lat. 39°04′08″ N, long. 95°37′21″ W)  
Philip Billard Muni: RWY 13–LOC  
(Lat. 39°03′47″ N, long. 95°36′42″ W)

That airspace extending upward from the surface to and including 3,400 feet MSL within a 4-mile radius of Philip Billard Municipal Airport, excluding that airspace within the Topeka Regional Airport, Topeka, KS, Class D and Class E surface airspace areas; and within 1 mile each side of the 002° bearing from the airport extending from the 4-mile radius to 4.1 miles north of the airport; and within 1 mile each side of the 134° bearing from the Philip Billard Muni: RWY 13–LOC extending from the 4-mile radius of the airport to 4.1 miles southwest of the Philip Billard Muni: RWY 13–LOC; and within 1 mile each side of the 314° bearing from the airport extending from the 4-mile radius of the airport to 4.2 miles northwest of the airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Air Missions. The effective dates and times will thereafter be continuously published in the Chart Supplement.

*Paragraph 6002 Class E Airspace Areas Designated as Surface Areas.*

\* \* \* \* \*

#### ACE KS E2 Topeka, KS [Amended]

Topeka Regional Airport, KS  
(Lat. 38°57′03″ N, long. 95°39′49″ W)

That airspace extending upward from the surface within a 4.9-mile radius of Topeka Regional Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Air Missions. The effective dates and times will thereafter be continuously published in the Chart Supplement.

#### ACE KS E2 Topeka, KS [Amended]

Philip Billard Municipal Airport, KS  
(Lat. 39°04′08″ N, long. 95°37′21″ W)  
Philip Billard Muni: RWY 13–LOC  
(Lat. 39°03′47″ N, long. 95°36′42″ W)

That airspace extending upward from the surface within a 4-mile radius of Philip Billard Municipal Airport, excluding that airspace within the Topeka Regional Airport, Topeka, KS, Class D and Class E surface airspace areas; and within 1 mile each side of the 002° bearing from the airport extending from the 4-mile radius to 4.1 miles north of the airport; and within 1 mile each side of the 134° bearing from the Philip Billard Muni: RWY 13–LOC extending from the 4-mile radius of the airport to 4.1 miles southwest of the Philip Billard Muni: RWY 13–LOC; and within 1 mile each side of the 314° bearing from the airport extending from the 4-mile radius of the airport to 4.2 miles

northwest of the airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Air Missions. The effective dates and times 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.*

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**ACE KS E4 Topeka, Philip Billard Municipal Airport, KS [Remove]**

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

\* \* \* \* \*

**ACE KS E5 Topeka, KS [Amended]**

Topeka Regional Airport, KS

(Lat. 38°57'03" N, long. 95°39'49" W)

Forbes TACAN

(Lat. 38°56'51" N, long. 95°39'40" W)

That airspace extending upward from 700 feet above the surface within a 7.4-mile radius of Topeka Regional Airport; and within 1 mile each side of the 040° bearing from the airport extending from the 7.4-mile radius of the airport to 12.8 miles northeast of the airport; and within 3.9 miles each side of the Forbes TACAN 124° radial extending from the 7.4-mile radius of the airport to 10.4 miles southeast of the Forbes TACAN; and within 1 mile each side of the 220° bearing from the airport extending from the 7.4-mile radius of the airport to 12.8 miles southwest of the airport.

**ACE KS E5 Topeka, KS [Amended]**

Philip Billard Municipal Airport, KS

(Lat. 39°04'08" N, long. 95°37'21" W)

Philip Billard Muni: RWY 13–LOC

(Lat. 39°03'47" N, long. 95°36'42" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Philip Billard Municipal Airport; and within 1.5 miles each side of the 134° bearing from the Philip Billard Muni: RWY 13–LOC extending from the 6.5-mile radius of the airport to 8.1 miles southeast of the Philip Billard Muni: RWY 13–LOC; and within 3.8 miles each side of the 314° bearing from the Philip Billard Muni: RWY 13–LOC extending from the 6.5-mile radius of the airport to 10.9 miles from the Philip Billard Muni: RWY 13–LOC.

Issued in Fort Worth, Texas, on February 1, 2023.

**Martin A. Skinner,**

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

[FR Doc. 2023–02406 Filed 2–3–23; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA–2022–1465; Airspace Docket No. 22–AGL–35]

RIN 2120–AA66

**Amendment of Class E Airspace; Minocqua-Woodruff, WI**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class E airspace at Minocqua-Woodruff, WI. This action is due to an airspace review conducted as part of the decommissioning of the Woodruff localizer (LOC). The name of the airport is also being updated to coincide with the FAA's aeronautical database.

**DATES:** Effective 0901 UTC, April 20, 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 [www.faa.gov/air\\_traffic/publications/](http://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.

**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 amends the Class E airspace extending upward from

700 feet above the surface at Lakeland Airport/Noble F. Lee Memorial Field, Minocqua-Woodruff, WI, to support instrument flight rule operations at this airport.

**History**

The FAA published a notice of proposed rulemaking in the **Federal Register** (87 FR 74049; December 2, 2022) for Docket No. FAA–2022–1465 to amend the Class E airspace at Minocqua-Woodruff, WI. 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 E airspace designations are published in paragraph 6005 of FAA Order JO 7400.11G, dated August 19, 2022, and effective September 15, 2022, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in FAA Order JO 7400.11.

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

This document amends FAA Order JO 7400.11G, Airspace Designations and Reporting Points, 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. 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 amendment to 14 CFR part 71 amends the Class E airspace extending upward from 700 feet above the surface at Lakeland Airport/Noble F. Lee Memorial Field, Minocqua-Woodruff, WI, by adding an extension 4 miles each side of the 001° bearing from the airport extending from the 6.6-mile radius to 11.5 miles north of the airport; removes the city associated with the airport from the airspace legal description to comply with changes to FAA Order JO 7400.2N, Procedures for Handling Airspace Matters; and updates the name of the airport (previously Lakeland/Nobel F. Lee Memorial Field Airport) to coincide with the FAA's aeronautical database.

This action is due to an airspace review conducted as part of the decommissioning of the Woodruff LOC which provided navigation information for the instrument procedures at this airport.

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