

[4910-13]



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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2020-1058; Airspace Docket No. 20-AGL-39]

RIN 2120-AA66

### Amendment of Class E Airspace and Revocation of Class E Airspace; Multiple Minnesota Towns

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class E airspace extending upward from 700 feet above the surface at multiple Minnesota Towns and revokes the Class E airspace extending upward from 700 feet above the surface at Silver Bay Municipal Airport, Silver Bay, MN. This action is the result of airspace reviews caused by the decommissioning of multiple non-federal non-directional beacons (NDBs) within Minnesota. The names and geographic coordinates of various airports are also being updated to coincide with the FAA's aeronautical database.

**DATES:** Effective 0901 UTC, June 17, 2021. 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 7400.11 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/](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](mailto:fedreg.legal@nara.gov) or go to <https://www.archives.gov/federal-register/cfr/ibr->

locations.html.

**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: Aitkin Municipal Airport-Steve Kurtz Field, Aitkin, MN; Appleton Municipal Airport, Appleton, MN; Benson Municipal Airport, Benson, MN; Cambridge Municipal Airport, Cambridge, MN; Cloquet Carlton County Airport, Cloquet, MN; Crookston Municipal Airport Kirkwood Field, Crookston, MN; Glencoe Municipal Airport, Glencoe, MN; and Mora Municipal Airport, Mora, MN, to support instrument flight rule operations at these airports; and revokes the Class E airspace extending upward from 700 feet above the surface at Silver Bay Municipal Airport, Silver Bay, MN, as this airspace is no longer required.

**History**

The FAA published a notice of proposed rulemaking in the *Federal Register* (85 FR 76497; November 30, 2020) for Docket No. FAA-2020-1058 to amend the Class E airspace extending upward from 700 feet above the surface at multiple Minnesota Towns and revoke the Class E airspace extending upward from 700 feet above the surface at Silver Bay Municipal

Airport, Silver Bay, MN. 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 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 designations 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:

Amends the Class E airspace extending upward from 700 feet above the surface to within a 6.5-mile (increased from a 6.4-mile) radius of Aitkin Municipal Airport-Steve Kurtz Field, Aitkin, MN; removes the Aitkin NDB and associated extension from the airspace legal description; and updates the name (previously Aitkin Municipal Airport) and geographic coordinates of the airport to coincide with the FAA's aeronautical database;

Amends the Class E airspace extending upward from 700 feet above the surface at Appleton Municipal Airport, Appleton, MN, by removing the extension northwest of the airport as it is no longer required; and updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database;

Amends the Class E airspace extending upward from 700 feet above the surface to within a 6.4-mile (decreased from a 7-mile) radius of Benson Municipal Airport, Benson, MN; and updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database;

Amends the Class E airspace extending upward from 700 feet above the surface to within a 6.4-mile (decreased from a 7-mile) radius of Cambridge Municipal Airport, Cambridge, MN; and updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database;

Amends the Class E airspace extending upward from 700 feet above the surface to within a 6.4-mile (decreased from a 7-mile) radius of Cloquet Carlton County Airport, Cloquet, MN; and updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database;

Amends the Class E airspace extending upward from 700 feet above the surface to within a 6.4-mile (decreased from a 7-mile) radius of Crookston Municipal Airport Kirkwood Field, Crookston, MN; and updates the name (previously Crookston Municipal Kirkwood Field) and geographic coordinates of the airport to coincide with the FAA's aeronautical database;

Amends the Class E airspace extending upward from 700 feet above the surface at Glencoe Municipal Airport, Glencoe, MN, by removing the Glencoe NDB and associated extension from the airspace legal description; and updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database;

Amends the Class E airspace extending upward from 700 feet above the surface to within a 6.4-mile (decreased from a 6.5-mile) radius of Mora Municipal Airport, Mora, MN; removes the Mora NDB and associated extension from the airspace legal description; and updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database;

And revokes the Class E airspace extending upward from 700 feet above the surface at Silver Bay Municipal Airport, Silver Bay, MN, as the instrument procedures at this airport have been cancelled and the airspace is no longer required.

This action is the result of airspace reviews caused by the decommissioning of the Aitkin, Appleton, Benson, Cambridge, Cloquet, Crookston, Glencoe, Mora, and Silver Bay non-federal NDBs which provided navigation information for the instrument procedures these airports.

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 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.

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

\* \* \* \* \*

**AGL MN E5 Aitkin, MN [Amended]**

Aitkin Municipal Airport-Steve Kurtz Field, MN  
(lat. 46°32'54"N., long. 93°40'36"W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Aitkin Municipal Airport-Steve Kurtz Field.

\* \* \* \* \*

**AGL MN E5 Appleton, MN [Amended]**

Appleton Municipal Airport, MN  
(lat. 45°13'39"N., long. 96°00'16"W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Appleton Municipal Airport.

\* \* \* \* \*

**AGL MN E5 Benson, MN [Amended]**

Benson Municipal Airport, MN  
(lat. 45°19'55"N., long. 95°39'02"W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Benson Municipal Airport.

\* \* \* \* \*

**AGL MN E5 Cambridge, MN [Amended]**

Cambridge Municipal Airport, MN  
(lat. 45°33'27"N., long. 93°15'51"W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Cambridge Municipal Airport.

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**AGL MN E5 Cloquet, MN [Amended]**

Cloquet Carlton County Airport, MN  
(lat. 46°42'04"N., long. 92°30'13"W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Cloquet Carlton County Airport.

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**AGL MN E5 Crookston, MN [Amended]**

Crookston Municipal Airport Kirkwood Field, MN  
(lat. 47°50'30"N., long. 96°37'17"W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Crookston Municipal Airport Kirkwood Field.

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**AGL MN E5 Glencoe, MN [Amended]**

Glencoe Municipal Airport, MN  
(lat. 44°45'22"N., long. 94°04'53"W.)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Glencoe Municipal Airport.

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**AGL MN E5 Mora, MN [Amended]**

Mora Municipal Airport, MN  
(lat. 45°53'31"N. long. 93°16'23"W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Mora Municipal Airport.

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**AGL MN E5 Silver Bay, MN [Remove]**

Issued in Fort Worth, Texas, on February 17, 2021.

Martin A. Skinner,  
Acting Manager, Operations Support Group,  
ATO Central Service Center.

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