

1 CFR Part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:**

Eldon Taylor, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203-4537.

**SUPPLEMENTARY INFORMATION:**

**History**

On July 29, 2013, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish controlled airspace at Salmon, ID (78 FR 45478). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. One comment was received from the National Business Aviation Association (NBAA) supporting the establishment of Class E en route airspace.

Class E airspace designations are published in paragraph 6006, of FAA Order 7400.9X dated August 7, 2013, and effective September 15, 2013, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in that Order.

**The Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR) Part 71 by establishing Class E en route domestic airspace extending upward from 1,200 feet above the surface, at the Salmon VOR/DME navigation aid, Salmon, ID, to accommodate IFR aircraft under control of Salt Lake City and Seattle ARTCCs by vectoring aircraft from en route airspace to terminal areas. This action is necessary for the safety and management of IFR operations.

The FAA has determined this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation: (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 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 U.S. Code. Subtitle 1, Section 106 discusses 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 establishes controlled airspace at the Salmon VOR/DME, Salmon, ID.

**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.

**List 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 14 CFR Part 71 continues to read as follows:

**Authority:** 49 U.S.C. 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 the Federal Aviation Administration Order 7400.9X, Airspace Designations and Reporting Points, dated August 7, 2013, and effective September 15, 2013 is amended as follows:

*Paragraph 6006 En route domestic airspace areas.*

\* \* \* \* \*

**ANM ID E6 Salmon, ID [New]**

Salmon VOR/DME, ID  
(Lat. 45°01′17″ N., long. 114°05′03″ W.)

That airspace extending upward from 1,200 feet above the surface within an area

bounded by lat. 45°50′06″ N., long. 117°05′33″ W.; to lat. 45°50′00″ N., long. 115°45′00″ W.; to lat. 46°40′00″ N., long. 115°45′00″ W.; to lat. 46°40′00″ N., long. 115°00′00″ W.; to lat. 46°02′00″ N., long. 115°00′00″ W.; to lat. 46°02′00″ N., long. 113°20′00″ W.; to lat. 45°51′00″ N., long. 113°07′00″ W.; to lat. 45°35′00″ N., long. 113°25′00″ W.; to lat. 45°01′02″ N., long. 113°30′00″ W.; to lat. 44°44′30″ N., long. 113°13′20″ W.; to lat. 44°38′18″ N., long. 112°58′48″ W.; to lat. 44°34′31″ N., long. 112°25′54″ W.; to lat. 44°41′00″ N., long. 111°59′20″ W.; to lat. 44°39′25″ N., long. 111°52′32″ W.; to lat. 44°19′00″ N., long. 112°04′36″ W.; to lat. 43°34′55″ N., long. 112°29′22″ W.; to lat. 42°57′33″ N., long. 113°32′27″ W.; to lat. 43°00′00″ N., long. 113°52′20″ W.; to lat. 43°57′38″ N., long. 113°56′09″ W.; to lat. 43°57′53″ N., long. 114°51′05″ W.; to lat. 43°05′36″ N., long. 114°51′26″ W.; to lat. 43°03′38″ N., long. 115°19′32″ W.; to lat. 43°17′24″ N., long. 115°41′05″ W.; to lat. 43°30′14″ N., long. 115°36′38″ W.; to lat. 43°47′52″ N., long. 115°41′21″ W.; to lat. 43°58′04″ N., long. 115°51′09″ W.; to lat. 44°03′41″ N., long. 116°12′15″ W.; to lat. 44°15′42″ N., long. 116°19′34″ W.; to lat. 45°07′42″ N., long. 116°18′03″ W.; to lat. 45°13′00″ N., long. 117°05′42″ W., thence to the point of beginning.

Issued in Seattle, Washington, on October 23, 2013.

**Clark Desing,**

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

[FR Doc. 2013–25979 Filed 10–31–13; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA–2013–0532; Airspace Docket No. 13–ANM–21]

**Establishment of Class E Airspace; Cut Bank, MT**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at the Cut Bank VHF Omni-Directional Radio Range Tactical Air Navigational Aid (VORTAC) navigation aid, Cut Bank, MT, to facilitate vectoring of Instrument Flight Rules (IFR) aircraft under control of Salt Lake City and Seattle Air Route Traffic Control Centers (ARTCCs). This improves the safety and management of IFR operations within the National Airspace System.

**DATES:** Effective date, 0901 UTC, February 6, 2014. 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 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:**

Eldon Taylor, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203-4537.

**SUPPLEMENTARY INFORMATION:**

**History**

On July 29, 2013, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish controlled airspace at Cut Bank, MT (78 FR 45474). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. One comment was received from the National Business Aviation Association (NBAA) supporting the establishment of Class E en route airspace.

Class E airspace designations are published in paragraph 6006, of FAA Order 7400.9X dated August 7, 2013, and effective September 15, 2013, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in that Order.

**The Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR) Part 71 by establishing Class E en route airspace extending upward from 1,200 feet above the surface, at the Cut Bank VORTAC, Cut Bank, MT, to accommodate IFR aircraft under control of Salt Lake City and Seattle ARTCCs by vectoring aircraft from en route airspace to terminal areas. This action is necessary for the safety and management of IFR operations.

The FAA has determined this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation: (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 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 U.S. Code. Subtitle 1, Section 106 discusses 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 establishes controlled airspace at the Cut Bank VORTAC, Cut Bank, MT.

**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.

**List 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 14 CFR Part 71 continues to read as follows:

**Authority:** 49 U.S.C. 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 the Federal Aviation Administration Order 7400.9X, Airspace Designations and Reporting Points, dated August 7, 2013, and effective September 15, 2013 is amended as follows:

*Paragraph 6006 En route domestic airspace areas.*

\* \* \* \* \*

**ANM MT E6 Cut Bank, MT [New]**

Cut Bank VORTAC, MT  
(Lat. 48°33’54” N., long. 112°20’36” W.)

That airspace extending upward from 1,200 feet above the surface within an area

bounded by lat. 49°00’00” N., long. 109°11’00” W.; to lat. 46°54’00” N., long. 108°49’30” W.; to lat. 45°56’15” N., long. 110°00’00” W.; to lat. 46°23’22” N., long. 110°30’00” W.; to lat. 47°10’40” N., long. 109°52’06” W.; to lat. 47°59’55” N., long. 110°30’00” W.; to lat. 48°12’20” N., long. 111°00’10” W.; to lat. 48°15’45” N., long. 111°33’50” W.; to lat. 48°03’50” N., long. 112°14’45” W.; to lat. 47°41’18” N., long. 112°36’32” W.; to lat. 47°53’10” N., long. 113°35’00” W.; to lat. 48°25’00” N., long. 113°35’21” W.; to lat. 48°24’00” N., long. 115°44’57” W.; to lat. 49°00’00” N., long. 115°30’00” W.; to lat. 49°00’00” N., long. 114°40’00” W.; to lat. 49°00’00” N., long. 114°00’00” W.; to lat. 49°00’00” N., long. 113°00’00” W.; to lat. 49°00’00” N., long. 112°00’00” W.; to lat. 49°00’00” N., long. 111°00’00” W.; to lat. 49°00’00” N., long. 110°00’00” W., thence to the point of beginning.

Issued in Seattle, Washington, on October 23, 2013.

**Clark Desing,**

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

[FR Doc. 2013-25982 Filed 10-31-13; 8:45 am]

**BILLING CODE 4910-13-P**

**FEDERAL TRADE COMMISSION**

**16 CFR Part 1**

**Commission Information Collection Requirements Under the Paperwork Reduction Act; OMB Control Numbers**

**AGENCY:** Federal Trade Commission (FTC or Commission).

**ACTION:** Final rule.

**SUMMARY:** The FTC is codifying the control numbers that have been issued by the Office of Management and Budget (OMB) for information collection requirements in Commission rules that are approved under the Paperwork Reduction Act. Control numbers will be centrally located in a table in our regulations.

**DATES:** *Effective Date:* November 1, 2013.

**FOR FURTHER INFORMATION CONTACT:** Gary Greenfield, (202) 326-2753, Attorney, Federal Trade Commission, Office of the General Counsel, Room H-576, 600 Pennsylvania Avenue NW., Washington, DC 20580.

**SUPPLEMENTARY INFORMATION:** The Paperwork Reduction Act of 1995, 44 U.S.C. 3501-3521, and OMB’s implementing regulations, 5 CFR Part 1320, require OMB to review certain information collection requirements imposed by federal agency rules. Upon approval of an agency requirement, OMB issues a control number. The agency must display this control