

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA–2014–0305; Airspace  
Docket No. 14–AWP–2]

**Establishment and Amendment of  
Class D and E Airspace; Santa Rosa,  
CA**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace and modifies Class D and E airspace at Charles M. Schulz-Sonoma County Airport, Santa Rosa, CA. This action, initiated by the FAA's biennial review of the airspace area, enhances the safety and management of instrument flight rules (IFR) operations at the airport. Class D and E airspace is amended to reflect the airport's name change. Also, a minor adjustment is made to the geographic coordinates of the airport.

**DATES:** Effective date, 0901 UTC, January 8, 2015. 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.

**ADDRESSES:** FAA Order 7400.9Y, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [http://www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

FAA Order 7400.9, Airspace Designations and Reporting Points, is published yearly and effective on September 15. For further information, you can contact the Airspace Policy and Regulations Group, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: 202–267–8783.

**FOR FURTHER INFORMATION CONTACT:** Richard Roberts, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203–4517.

**SUPPLEMENTARY INFORMATION:**

**History**

On July 15, 2014 the FAA published in the **Federal Register** a notice of

proposed rulemaking (NPRM) to amend controlled airspace at Charles M. Schulz-Sonoma County Airport, Santa Rosa, CA (79 FR 41148). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received. Subsequent to publication, the FAA found an adjustment to the geographic coordinates of the airport was needed. Except for editorial changes, and the changes noted above, this rule is the same as that published in the NPRM.

Class D airspace and Class E airspace designations are published in paragraphs 5000, 6004 and 6005, respectively, of FAA Order 7400.9Y, dated August 6, 2014, and effective September 15, 2014, 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 that Order.

**The Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR) Part 71 by establishing Class E airspace designated as an extension to the Class D and E surface area with a segment extending 14 miles northwest from the 4.3-mile radius of Charles M. Schulz-Sonoma County Airport, Santa Rosa, CA. Class E airspace extending upward from 700 feet above the surface is modified with segments extending 23 miles northwest, 28 miles southeast, and 13 miles southwest of the airport, and adds the airport name and geographic coordinates missing in the airspace designation. A biennial review of the airspace found these modifications necessary for the safety and management of IFR operations at the airport. The description for the Class D airspace reflects the airport name change from Santa Rosa/Sonoma County Airport to Charles M. Schulz-Sonoma County Airport. The geographic coordinates of the airport are updated to coincide with the FAA's aeronautical database.

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 amends controlled airspace at Charles M. Schulz-Sonoma County Airport, Santa Rosa, CA.

**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 Part 71.1 of the Federal Aviation Administration Order 7400.9Y, Airspace Designations and Reporting Points, dated August 6, 2014, and effective September 15, 2014 is amended as follows:

*Paragraph 5000 Class D airspace.*

\* \* \* \* \*

**AWP CA D Santa Rosa, CA [Amended]**Charles M. Schulz-Sonoma County Airport,  
CA

(Lat. 38°30'32" N., long. 122°48'46" W.)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 4.3-mile radius of Santa Rosa/Charles M. Schulz-Sonoma County Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

*Paragraph 6004 Class E airspace areas designated as an extension to Class D or Class E surface area.*

\* \* \* \* \*

**AWP CA E4 Santa Rosa, CA [New]**Charles M. Schulz-Sonoma County Airport,  
CA

(Lat. 38°30'32" N., long. 122°48'46" W.)

That airspace extending upward from the surface within 2 miles either side of the 342° bearing from the Charles M. Schulz-Sonoma County Airport, CA, extending from the 4.3 mile radius of the airport to 14 miles northwest of the airport.

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

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**AWP CA E5 Santa Rosa, CA [Amended]**Charles M. Schulz-Sonoma County Airport,  
CA

(Lat. 38°30'32" N., long. 122°48'46" W.)

That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 38°53'25" N., long. 122°52'34" W.; to lat. 38°37'07" N., long. 122°46'02.00" W.; to 38°22'08" N., long. 122°38'28" W.; lat. 38°06'41" N., long. 122°29'59" W.; lat. 38°02'10" N., long. 122°44'09" W.; lat. 38°17'57" N., long. 122°54'37" W.; lat. 38°22'58" N., long. 123°02'34" W.; lat. 38°29'12" N., long. 122°56'32" W.; lat. 38°33'48" N., long. 123°00'47" W.; lat. 38°50'14" N., long. 123°07'20" W. thence to the point of origin; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 45°49'00" N., long. 118°00'00" W.; to lat. 45°49'00" N., long. 119°45'00" W.; to lat. 47°00'00" N., long. 119°45'00" W.; to lat. 47°00'00" N., long. 118°00'00" W.; thence to the point of origin.

Issued in Seattle, Washington, on October 27, 2014.

**Clark Desing,**

Manager, Operations Support Group, Western Service Center.

[FR Doc. 2014-26283 Filed 11-5-14; 8:45 am]

**BILLING CODE 4910-13-P****DEPARTMENT OF HOMELAND SECURITY****Coast Guard****33 CFR Part 165****[Docket Number USCG-2014-0419]****RIN 1625-AA00****Safety Zone; University of Cincinnati Bearcats Football Fireworks; Ohio River, Mile 470.4-470.8; Cincinnati, OH****AGENCY:** Coast Guard, DHS.**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone for all waters of the Ohio River, surface to bottom, extending from Ohio River mile 470.4 to mile 470.8 at Cincinnati, Ohio. This temporary safety zone is necessary to protect persons and property from potential damage and safety hazards during the University of Cincinnati Bearcats Football Fireworks. During the period of enforcement, no vessels may be located within this Coast Guard safety zone. Entry into this Coast Guard safety zone is prohibited unless specifically authorized by the Captain of the Port Ohio Valley or other designated representative.

**DATES:** This rule is effective without actual notice from November 6, 2014 until December 6, 2014. For the purposes of enforcement, actual notice will be used from September 12, 2014, until November 6, 2014.

The scheduled enforcement times and dates for this rule are: From 9:30 p.m. until 11:30 p.m. on September 12 and 20; October 4 and 24; November 13; and December 6, 2014.

**ADDRESSES:** Documents mentioned in this preamble are part of docket USCG-2014-0419. To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, type the docket number in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this rulemaking. You may also visit the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this rule, call or email Chief Petty Officer Kevin Cador, Marine Safety Detachment Cincinnati, U.S. Coast Guard; telephone 513-921-9033 x2109, email [Kevin.L.Cador@uscg.mil](mailto:Kevin.L.Cador@uscg.mil) or Petty Officer John Joeckel,

Marine Safety Detachment Cincinnati, U.S. Coast Guard; telephone 513-921-9033 x2114, email [John.R.Joeckel@uscg.mil](mailto:John.R.Joeckel@uscg.mil). If you have questions on viewing or submitting material to the docket, call Cheryl Collins, Program Manager, Docket Operations, telephone (202) 366-9826.

**SUPPLEMENTARY INFORMATION:****Table of Acronyms**

COTP Captain of the Port  
DHS Department of Homeland Security  
FR Federal Register  
NPRM Notice of Proposed Rulemaking

**A. Regulatory History and Information**

The Coast Guard is issuing this temporary final rule without prior notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are "impracticable, unnecessary, or contrary to the public interest." Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule. The Coast Guard was made aware of the schedule for the University of Cincinnati Bearcats Football Fireworks on August 6, 2014. There are potential hazards associated with fireworks displays over or on the Ohio River and a safety zone is required to protect persons and property on or near the waterway during the displays. Completing the NPRM process and providing notice and a comment period is contrary to the public interest because it would delay this rule and the immediate safety measures it provides. Additionally, the University of Cincinnati's game schedule and these fireworks displays are advertised to the local community by and through the University of Cincinnati organization. Delaying the safety zone effective date to complete the NPRM process would be impracticable as it would interfere with the advertised and planned for displays and would unnecessarily interfere with contractual obligations related to these events.

For the same reasons, under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. Providing a full 30 days notice would be impracticable and would unnecessarily delay the effective date of this rule. Delaying the effective date would also be contrary to public interest since immediate action is necessary to protect