DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2016–9377; Airspace Docket No. 16–AEA–8]

Proposed Amendment of Class D and Class E Airspace for the Following Pennsylvania Towns; Lancaster, PA; Reading, PA; and Williamsport, PA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend Class E airspace designated as an extension to Class D airspace by removing the Notice to Airmen (NOTAM) part-time status at Lancaster Airport, Lancaster, PA; Reading Regional Airport/Carl A. Spaatz Field, Reading, PA; and Williamsport Regional Airport, Williamsport, PA. This action would also update the geographic coordinates of these airports and the Picture Rocks navigation aid listed in the respective Class D and Class E airspace areas at Lancaster Airport, Lancaster, PA; Reading Regional Airport/Carl A. Spaatz Field, Reading, PA; and Williamsport Regional Airport, formerly Williamsport-Lycoming County Airport), Williamsport, PA.

DATES: Comments must be received on or before May 22, 2017.

ADDRESSES: Send comments on this proposal to: U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue SE., West Bldg., Ground Floor, Rm. W12–140, Washington, DC 20590; Telephone: 1–800–647–5527, or (202) 366–9826. You must identify the Docket No. FAA–2016–9377; Airspace Docket No. 16–AEA–8, at the beginning of your comments. You may also submit and review received comments through the Internet at http://www.regulations.gov. You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (see the ADDRESSES section for address and phone number) between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. The Docket is on the ground floor of the building at the above address.

Federal Register / Vol. 82, No. 66 / Friday, April 7, 2017 / Proposed Rules

SUNNY V. L. MARRERO

DEPUTY ASSISTANT SECRETARY FOR AIR FRANCE

DEPUTY ADMINISTRATOR, AIR TRAFFIC

AIR TRAFFIC ORGANIZATION

SUMMARY: This action proposes to amend FAA Order 7400.11A, Airspace Designations and Reporting Points, dated August 3, 2016, and effective September 15, 2016. FAA Order 7400.11A is publicly available as listed in the ADDRESSES section of this document. FAA Order 7400.11A lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

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 would amend controlled airspace in the respective Class D and Class E airspace areas at Lancaster Airport, Lancaster, PA; Reading Regional Airport/Carl A. Spaatz Field, Reading, PA; and Williamsport Regional Airport, formerly Williamsport-Lycoming County Airport), Williamsport, PA.

SUPPLEMENTARY INFORMATION:

Communications should identify both docket numbers and be submitted in triplicate to the address listed above. You may also submit comments through the Internet at http://www.regulations.gov.

Persons wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed stamped postcard on which the following statement is made: “Comments to Docket No. FAA–2016–9377; Airspace Docket No. 16–AEA–8.” The postcard will be date/time stamped and returned to the commenter.

All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of the comments received. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

An electronic copy of this document may be downloaded from and comments submitted through http://www.regulations.gov. Recently published rulemaking documents can also be accessed through the FAA’s Web page at http://www.regulations.gov.

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (see the ADDRESSES section for address and phone number) between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays at the office of the Eastern Service Center, Federal Aviation Administration, Room 350, 1701 Columbia Avenue, College Park, Georgia 30337.

Availability and Summary of Documents for Incorporation by Reference

This document proposes to amend FAA Order 7400.11A, Airspace Designations and Reporting Points, dated August 3, 2016, and effective September 15, 2016. FAA Order 7400.11A is publicly available as listed in the ADDRESSES section of this document. FAA Order 7400.11A lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.
The Proposal

The FAA is considering an amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 by removing the NOTAM part-time status of the Class E airspace designated as an extension to a Class D surface area at Lancaster Airport, Lancaster, PA; Reading Regional Airport/Carl A. Spaatz Field, Reading, PA; and Williamsport Regional Airport, Williamsport, PA. Also, Class D airspace, Class E surface airspace, and Class E airspace areas extending upward from 700 feet or more above the surface would be amended by updating the geographic coordinates of these airports, as well as the Picture Rocks Non-directional radio beacon (NDB). Also, this action would update the name of Williamsport Regional Airport (formerly Williamsport-Lycoming County Airport).

Class D and Class E airspace designations are published in Paragraph 5000, 6002, 6004, and 6005, respectively, of FAA Order 7400.11A, dated August 3, 2016, and effective September 15, 2016, which is incorporated by reference in 14 CFR 71.1. The Class D and Class E airspace designations listed in this document will be published subsequently in the Order.

Regulatory Notices and Analyses

The FAA has determined that this proposed 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 so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

This proposal would be subject to an environmental analysis in accordance with FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures” prior to any FAA final regulatory action.

Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.11A, Airspace Designations and Reporting Points, dated August 3, 2016, effective September 15, 2016, is amended as follows:

Paragraph 5000 Class D Airspace.

§ 71.1 [Amended]

AEA PA D Lancaster, PA [Amended]

Lancaster Airport, PA

(Lat. 40°07’20” N., long. 76°17’40” W.)

That airspace extending upward from the surface to and including 2,900 feet MSL within a 4.1-mile radius of Lancaster 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 Chart Supplement (previously called Airport/Facility Directory).

AEA PA D Reading, PA [Amended]

Reading Regional Airport/Carl A Spaatz Field, PA

(Lat. 40°22’43” N., long. 75°57’55” W.)

That airspace extending upward from the surface to and including 2,800 feet MSL within a 4.1-mile radius of Reading Regional/Carl A. Spaatz Field. 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 Chart Supplement (previously called Airport/Facility Directory).

AEA PA D Williamsport, PA [Amended]

Williamsport Regional Airport, PA

(Lat. 41°14’30” N., long. 76°55’18” W.)

Within a 4.2-mile radius of Williamsport Regional Airport; and that airspace extending upward from the surface within a 7-mile radius of the airport extending clockwise from the 270° bearing to the 312° bearing from the airport and within an 11.3-mile radius of the airport extending clockwise from the 312° bearing to the 330° bearing from the airport and within an 11.3-mile radius of the airport extending clockwise from the 004° bearing to the 099° bearing from the airport and within 3.5 miles south of the airport east localizer course extending from the 4.2-mile radius of the airport east to the 099° bearing from the airport. This Class E 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 Chart Supplement (previously called Airport/Facility Directory).

Paragraph 6002 Class E Surface Area Airspace.

AEA PA E2 Lancaster, PA [Amended]

Lancaster Airport, PA

(Lat. 40°07’20” N., long. 76°17’40” W.)

That airspace extending upward from the surface within 2.7 miles each side of the Lancaster VORTAC 260° radial extending from the VORTAC to 7.4 miles west of the VORTAC, and within 2.7 miles each side of the Lancaster VORTAC 128° radial extending from the VORTAC to 7.4 miles southeast of the VORTAC, and within 1.8 miles each side of the Lancaster VORTAC 055° radial extending from the VORTAC to 4.4 miles northeast of the VORTAC. This Class E 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 Chart Supplement (previously called Airport/Facility Directory).

AEA PA E2 Reading, PA [Amended]

Reading Regional Airport/Carl A Spaatz Field, PA

(Lat. 40°22’43” N., long. 75°57’55” W.)

That airspace extending from the surface within a 4.8-mile radius of Reading Regional/Carl A. Spaatz Field, and within 4-miles either side of the 172° bearing from the airport, extending from the 4.8-mile radius, to 10.1 miles south of the airport. This Class E airspace area is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement (previously called Airport/Facility Directory).

AEA PA E2 Williamsport, PA [Amended]

Williamsport Regional Airport, PA

(Lat. 41°14’30” N., long. 76°55’18” W.)

Within a 4.2-mile radius of Williamsport Regional Airport; and that airspace extending upward from the surface within a 7-mile radius of the airport extending clockwise from the 270° bearing to the 312° bearing from the airport and within an 11.3-mile radius of the airport extending clockwise from the 312° bearing to the 330° bearing from the airport and within an 11.3-mile radius of the airport extending clockwise from the 004° bearing to the 099° bearing from the airport and within 3.5 miles south of the airport east localizer course extending from the 4.2-mile radius of the airport east to the 099° bearing from the airport. This Class E 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 Chart Supplement (previously called Airport/Facility Directory).

Paragraph 6004 Class E Airspace

Designated as an Extension to a Class D Surface Area.

* * * * *
AEA PA E4  Lancaster, PA [Amended]
Lancaster Airport, PA
(Lat. 40°07′20″ N., long. 76°17′40″ W.)
Lancaster VORTAC
(Lat. 40°07′12″ N., long. 76°17′29″ W.)
That airspace extending upward from the
surface within 2.7 miles each side of the
Lancaster VORTAC 260° radial extending from
the VORTAC to 7.4 miles west of the
VORTAC, and within 2.7 miles each side of the
Lancaster VORTAC 128° radial extending from
the VORTAC to 4.4 miles southeast of the
VORTAC.
* * * * *

AEA PA E4  Reading, PA [Amended]
Reading Regional Airport/Carl A Spaatz
Field, PA
(Lat. 40°22′43″ N., long. 75°57′55″ W.)
That airspace extending upward from the
surface within 4 miles either side of the 172°
bearing from Reading/Carl A. Spaatz
Field extending from the 4.8-mile radius of the airport to 10.1 miles south of
the airport.
* * * * *

AEA PA E4  Williamsport, PA [Amended]
Williamsport Regional Airport, PA
(Lat. 41°14′30″ N., long. 76°55′18″ W.)
That airspace extending upward from the
surface within a 7-mile radius of
Williamsport Regional Airport extending
clockwise from the 064° bearing to the 099°
bearing from the airport and with an 11.3-
mile radius of the airport extending
clockwise from the 312° bearing to the 350°
bearing from the airport and within a 3.5-
mile radius of the airport to 7.4 miles east of the NDB; and that airspace
within a 6.7-mile radius of Williamsport Regional Airport extending
clockwise from the 312° bearing to the 350°
bearing from the airport and within
a 6.7-mile radius of Williamsport Regional Airport extending clockwise from the 025° bearing to the 064° bearing from the airport, within
a 12.6-mile radius of Williamsport Regional Airport extending clockwise from the 067° bearing to a 099° bearing from the airport,
and within a 6.7-mile radius of Williamsport Regional Airport extending
clockwise from the 099° bearing to the 270° bearing from the airport,
and within a 17.9-mile radius of
Williamsport Regional Airport extending
clockwise from the 270° bearing to the 312°
bearing from the airport and within
a 19.6-mile radius of Williamsport Regional Airport extending
clockwise from the 312° bearing to the 350° bearing from the airport and within
a 6.7-mile radius of Williamsport Regional Airport extending clockwise from the 350° bearing to the 025° bearing from the airport
and within 4.4 miles each side of the
Williamsport Regional Airport ILS localizer
east course extending from the Picture Rocks
NDB to 11.3 miles east of the NDB; and that
airspace within a 6.7-mile radius of the point in
space (lat. 41°14′43″ N., long. 77°00′04″ W.)
serving Williamsport Hospital.
Issued in College Park, Georgia, on March
27, 2017.
Joey L. Medders,
Acting Manager, Operations Support Group,
Eastern Service Center, Air Traffic
Organization.

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 71
[Docket No. FAA–2017–0070; Airspace
Docket No. 17–ASO–2]

Proposed Amendment of Class E
Airspace, Fayetteville, TN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking
(NPRM).

SUMMARY: This action proposes to amend Class E airspace at Fayetteville,
TN, as the Kelso Non-Directional Beacon (NDB) has been
decommissioned, requiring airspace reconfiguration at Fayetteville
Municipal Airport. Controlled airspace is necessary for the safety and
management of instrument flight rules (IFR) operations at the airport. This
action also would update the geographic coordinates of the airport.

DATES: Comments must be received on
or before May 22, 2017.

ADDRESSES: Send comments on this
proposal to: U.S. Department of
Transportation, Docket Operations, 1200
New Jersey Avenue SE., West Bldg
Ground Floor, Rm. W12–140,
Washington, DC 20590; Telephone: 1–
must identify the Docket No. FAA–
2017–0070; Airspace Docket No. 17–
ASO–2, at the beginning of your
comments. You may also submit and
review received comments through the
Internet at http://www.regulations.gov.
You may review the public docket
containing the proposal, any comments
received, and any final disposition in
person in the Dockets Office between
9:00 a.m. and 5:00 p.m., Monday
through Friday, except Federal holidays.
The Docket is on the ground floor of the
building at the above address.

FAA Order 7400.11A, Airspace
Designations and Reporting Points, and
subsequent amendments can be viewed
on line at 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. The Order is
also available for inspection at the
National Archives and Records
Administration (NARA). For
information on the availability of FAA
Order 7400.11A at NARA, call 202–741–
6030, or go to http://www.archives.gov/
federal_register/code_of_federal-
regulations/ibr_locations.html.

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

FOR FURTHER INFORMATION CONTACT: John
Fornito, Operations Support Group,
Eastern Service Center, Federal Aviation
Administration, P.O. Box 20636,
Atlanta, Georgia 30320; telephone 404
305–6364.

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 would
amend Class E airspace at Fayetteville
Municipal Airport, Fayetteville, TN.