

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**

■ 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 7400.11A, Airspace Designations and Reporting Points, dated August 3, 2016, and effective September 15, 2016, is amended as follows:

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

\* \* \* \* \*

**ANM UT E2 St. George, UT [Modified]**

St. George Regional Airport, UT  
(Lat. 37°02'11" N., long. 113°30'37" W.)

Within a 4.5-mile radius of St. George Regional Airport.

*Paragraph 6004 Class E Airspace Areas Designated as an Extension to a Class D or Class E Surface Area.*

\* \* \* \* \*

**ANM UT E4 St. George, UT [New]**

St. George Regional Airport, UT  
(Lat. 37°02'11" N., long. 113°30'37" W.)

That airspace extending upward from the surface within 1 mile each side of the St. George Regional Airport 030° bearing from the airport 4.5-mile radius to 7.7 miles northeast of the airport, and within 2 miles each side of the airport 203° bearing from the airport 4.5-mile radius to 8.5 miles southwest of the airport.

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

\* \* \* \* \*

**ANM UT E5 St. George, UT [Modified]**

St. George Regional Airport, UT  
(Lat. 37°02'11" N., long. 113°30'37" W.)

That airspace extending upward from 700 feet above the surface within a 4.5-mile radius of the St. George Regional Airport, and within 2.5 miles each side of the airport 203° bearing, extending from the airport 4.5-mile radius to 13.9 miles southwest of the airport, and within 2.2 miles each side of the airport 030° bearing extending from the airport 4.5-mile radius to 21.6 miles northeast of the airport.

*Paragraph 6006 En Route Domestic Airspace Areas.*

\* \* \* \* \*

**ANM UT E6 St. George, UT [New]**

St. George Regional Airport, UT  
(Lat. 37°02'11" N., long. 113°30'37" W.)

That airspace extending upward from 1,200 feet above the surface within an area bounded by lat. 37°30'00" N., long. 113°00'00" W.; to lat. 37°48'00" N., long. 113°30'00" W.; to lat. 37°49'25" N., long. 113°42'01" W.; to lat. 37°43'00" N., long. 113°47'00" W.; to lat. 37°34'30" N., long. 113°54'00" W.; to lat. 37°25'32" N., long. 113°51'22" W.; to lat. 37°15'00" N., long. 114°00'00" W.; to lat. 36°58'00" N., long. 114°14'03" W.; to lat. 36°19'00" N., long. 114°14'03" W.; to lat. 35°39'00" N., long. 114°14'03" W.; to lat. 35°22'40" N., long. 113°46'10" W.; to lat. 36°02'00" N., long. 112°58'00" W.; to lat. 36°42'00" N., long. 112°56'00" W.; to lat. 36°57'00" N., long. 112°52'00" W., thence to the point of beginning.

Issued in Seattle, Washington, on April 4, 2017.

**Sam S. L. Shrimpton,**

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

[FR Doc. 2017-07790 Filed 4-19-17; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2016-9544; Airspace Docket No. 16-ASW-22]

**Proposed Amendment of Class D and E Airspace for the Following Texas Towns; Sherman, TX; and Temple, TX, and Establishment of Class E Airspace, Temple, TX**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to: amend Class D airspace at North Texas Regional Airport/Perrin Field, Sherman, TX; amend Class E surface airspace at Draughon-Miller Central Texas Regional Airport, Temple, TX; amend Class E airspace extending upward from 700 feet above the surface at North Texas Regional Airport/Perrin Field and Draughon-Miller Central Texas Regional Airport; and establish Class E airspace designated as an extension at Draughon-Miller Central Texas Regional Airport. Cancellation of standard instrument approach procedures at these airports has made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations. Additionally, geographic coordinates, names of airports, and a navigation aid would be adjusted to coincide with the FAA's aeronautical database.

**DATES:** Comments must be received on or before June 5, 2017.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590; telephone (202) 366-9826, or 1-800-647-5527. You must identify FAA Docket No. FAA-2016-9544; Airspace Docket No. 16-ASW-22, at the beginning of your comments. You may also submit 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.

FAA Order 7400.11A, 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/). 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](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:** 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 would amend Class D airspace at North Texas

Regional Airport/Perrin Field, Sherman, TX; Class E surface airspace at Draughon-Miller Central Texas Regional Airport, Temple, TX; Class E airspace extending upward from 700 feet above the surface at North Texas Regional Airport/Perrin Field and Draughon-Miller Central Texas Regional Airport; and establish Class E airspace designated as an extension at Draughon-Miller Central Texas Regional Airport.

#### Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify both docket numbers and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. FAA-2016-9544/Airspace Docket No. 16-ASW-22." The postcard will be date/time stamped and returned to the commenter.

#### Availability of NPRMs

An electronic copy of this document may be downloaded through the Internet at <http://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at [http://www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](http://www.faa.gov/air_traffic/publications/airspace_amendments/).

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 the 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 during normal business hours at the Federal Aviation Administration, Air Traffic Organization, Central Service Center, Operations Support Group, 10101 Hillwood Parkway, Fort Worth, TX, 76177.

#### Availability and Summary of Documents Proposed 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 proposing an amendment to Title 14 Code of Federal Regulations (14 CFR) Part 71 by modifying:

Class D airspace within a 4.7-mile radius (reduced from a 5.0-mile radius) at North Texas Regional Airport/Perrin Field (formerly Grayson County Airport), Sherman/Denison, TX, and updating the name of the airport to coincide with the FAA's aeronautical database; Class E surface airspace within a 4.2-mile radius (increased from a 4.1-mile radius) at Draughon-Miller Central Texas Regional Airport (formerly Draughon-Miller Municipal Airport), Temple, TX, eliminating the extension southeast of the airport, and updating the name and geographic coordinates of the airport to coincide with the FAA's aeronautical database;

Class E airspace extending upward from 700 feet above the surface:

Within a 7.2-mile radius (increased from a 6.9-mile radius) of North Texas Regional Airport/Perrin Field (formerly Grayson County Airport), Sherman/Denison, TX, and updating the name and geographic coordinates of the airport to coincide with the FAA's aeronautical database;

Within a 6.7-mile radius of Draughon-Miller Central Texas Regional Airport (formerly Draughon-Miller Municipal Airport), Temple, TX, eliminating the extensions north and southeast of the airport, amending the extension northwest of the airport from the 6.7-mile radius to 14.4 miles (reduced from 19.5 miles), adding an extension south of the airport from the 6.7-mile radius to 10.1 miles, adding an extension southwest of the airport from the 6.7-mile radius to 9.7 miles, and updating the name and geographic coordinates of the airport and the name of the Draughon-Miller Central Texas Regional Localizer (formerly Draughon-Miller Localizer) to coincide with the FAA's aeronautical database;

And establishing Class E airspace designated as an extension to Class E surface airspace within a 4.2-mile radius

of Draughon-Miller Central Texas Regional Airport, Temple, TX, with an extension southeast 7.7 miles.

Cancellation of standard instrument approach procedures at these airports prompted the FAA to conduct a review of the airspace. Controlled airspace is necessary for the safety and management of standard instrument approach procedures for IFR operations at these airports.

Class D and 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 E airspace designations listed in this document will be published subsequently in the Order.

#### 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 will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, would 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 will 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.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, 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**

■ 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 7400.11A, Airspace Designations and Reporting Points, dated August 3, 2016, and effective September 15, 2016, is amended as follows:

*Paragraph 5000 Class D Airspace.*

\* \* \* \* \*

**ASW TX D Sherman, TX [Amended]**

Sherman/Denison, North Texas Regional Airport/Perrin Field, TX  
(Lat. 33°42'51" N., long. 96°40'25" W.)

That airspace extending upward from the surface to and including 3,300 feet MSL within a 4.7-mile radius of North Texas Regional Airport/Perrin 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.

\* \* \* \* \*

*Paragraph 6002 Class E Surface Airspace.*

\* \* \* \* \*

**ASW TX E2 Temple, TX [Amended]**

Temple, Draughon-Miller Central Texas Regional Airport, TX  
(Lat. 31°09'07" N., long. 97°24'28" W.)

Within a 4.2-mile radius of Draughon-Miller Central Texas Regional 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.

\* \* \* \* \*

*Paragraph 6004 Class E Airspace Designated as an Extension to Class E Surface Airspace.*

\* \* \* \* \*

**ASW TX E4 Temple, TX [New]**

Temple, Draughon-Miller Central Texas Regional Airport, TX  
(Lat. 31°09'07" N., long. 97°24'28" W.)

Temple VOR

(Lat. 31°12'34" N., long. 97°25'30" W.)

The airspace extending upward from the surface 1.4 miles either side of the 157° radial of the Temple VOR extending from the 4.2-mile radius to 7.7 miles southeast of Draughon-Miller Central Texas Regional 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.

\* \* \* \* \*

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

\* \* \* \* \*

**ASW TX E5 Sherman, TX [Amended]**

Sherman/Denison, North Texas Regional Airport/Perrin Field, TX  
(Lat. 33°42'51" N., long. 96°40'25" W.)

Sherman Municipal Airport, TX  
(Lat. 33°37'27" N., long. 96°35'10" W.)

That airspace extending upward from 700 feet above the surface within a 7.2-mile radius of North Texas Regional Airport/Perrin Field, and within a 6.4-mile radius of Sherman Municipal Airport.

\* \* \* \* \*

**ASW TX E5 Temple, TX [Amended]**

Temple, Draughon-Miller Central Texas Regional Airport, TX  
(Lat. 31°09'07" N., long. 97°24'28" W.)

Draughon-Miller Central Texas Regional Localizer  
(Lat. 31°08'20" N., long. 97°24'16" W.)

Temple VOR

(Lat. 31°12'34" N., long. 97°25'30" W.)

That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of Draughon-Miller Central Texas Regional Airport, and within 4 miles either side of the 157° radial of the Temple VOR extending from the 6.7-mile radius to 10.1 miles south of the airport, and within 2 miles either side of the 201° bearing from the airport from the 6.7-mile radius to 9.7 miles southwest of the airport, and within 4 miles either side of the 336° bearing of the Draughon-Miller Central Texas Regional Localizer extending from the 6.7-mile radius to 14.4 miles northwest of the airport.

Issued in Fort Worth, Texas, on April 5, 2017.

**Robert W. Beck,**

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

[FR Doc. 2017-07786 Filed 4-19-17; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Docket No. FAA-2017-0237; Airspace Docket No. 16-ANM-10]**

**Proposed Establishment of Class E Airspace, Del Norte, CO**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to establish Class E airspace extending

upward from 700 feet above the surface at Astronaut Kent Rominger Airport, Del Norte, CO, to support the development of Instrument Flight Rules (IFR) operations under standard instrument approach and departure procedures at the airport, for the safety and management of aircraft within the National Airspace System.

**DATES:** Comments must be received on or before June 5, 2017.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590; telephone: 1-800-647-5527, or (202) 366-9826. You must identify FAA Docket No. FAA-2017-0237; Airspace Docket No. 16-ANM-10, at the beginning of your comments. You may also submit comments through the Internet at <http://www.regulations.gov>.

FAA Order 7400.11A, 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/). 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](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:** Tom Clark, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW, Renton, WA 98057; telephone (425) 203-4511.

**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