

internet at <https://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's web page at [https://www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](https://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 for Incorporation by Reference

This document proposes to amend FAA Order 7400.11D, Airspace Designations and Reporting Points, dated August 8, 2019, and effective September 15, 2019. FAA Order 7400.11D is publicly available as listed in the ADDRESSES section of this document. FAA Order 7400.11D 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:

Amending the Class E airspace extending upward from 700 feet above the surface to within a 6.4-mile radius (decreased from a 7-mile radius) of the Harrison County Airport, Cadiz, OH; removing the city associated with the airport to comply with a change to FAA Order 7400.2M, Procedures for Handling Airspace Matters; updating the geographic coordinates of the airport to coincide with the FAA's aeronautical database; and removing the exclusionary language from the airspace legal description as it is no longer required;

Amending the Class E airspace extending upward from 700 feet above the surface at Noble County Airport, Caldwell, OH, by updating the geographic coordinates of the airport to coincide with the FAA's aeronautical database; removing the city associated with the airport to comply with a change to FAA Order 7400.2M; and removing the exclusionary language from the airspace legal description as it is no longer required;

And amending the Class E airspace extending upward from 700 feet above the surface to within a 6.4-mile radius (decreased from a 7.5-mile radius) of Cambridge Municipal Airport, Cambridge, OH.

These actions are the result of an airspace review caused by the decommissioning of the Newcomerstown VOR, which provided navigation information for the instrument procedures at these airports, as part of the VOR MON Program.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.11D, dated August 8, 2019, and effective September 15, 2019, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

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 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 7400.11D, Airspace Designations and Reporting Points, dated August 8, 2019, and effective September 15, 2019, is amended as follows:

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

\* \* \* \* \*

#### AGL OH E5 Cadiz, OH [Amended]

Harrison County Airport, OH  
(Lat. 40°14'18" N, long. 81°00'46" W)

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

#### AGL OH E5 Caldwell, OH [Amended]

Noble County Airport, OH  
(Lat. 39°48'03" N, long. 81°32'11" W)

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

#### AGL OH E5 Cambridge, OH [Amended]

Cambridge Municipal Airport, OH  
(Lat. 39°58'30" N, long. 81°34'39" W)

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

Issued in Fort Worth, Texas, on January 22, 2020.

**Steve Szukala,**

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

[FR Doc. 2020–01582 Filed 1–29–20; 8:45 am]

**BILLING CODE 4910–13–P**

### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2019–1030; Airspace  
Docket No. 19–ASW–17]

RIN 2120–AA66

#### Proposed Amendment of Class D and E Airspace; Dallas-Fort Worth, Fort Worth, and Stephenville, TX

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

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

**SUMMARY:** This action proposes to amend the Class D airspace at Fort Worth Spinks Airport, Fort Worth, TX, and the Class E airspace extending upward from 700 feet above the surface at Bourland Field, Fort Worth, TX, and Mesquite Metro Airport, Mesquite, TX, which are contained within the Dallas-Fort Worth, TX, airspace legal description, and Stephenville Clark Regional Airport, Stephenville, TX. The FAA is proposing these actions as the result of airspace reviews caused by the decommissioning of the Glen Rose VHF omnidirectional range (VOR) navigation aid, which provided navigation information for the instrument procedures at Bourland Field and Stephenville Clark Regional Airport, as part of the VOR Minimum Operational Network (MON) Program, and to bring the airspace legal description for Mesquite Metro Airport into compliance with FAA Order 7400.2M, Procedures for Handling Airspace Matters. The geographic coordinates for Fort Worth Spinks Airport; Bridgeport Municipal Airport, Bridgeport, TX; and Stephenville Clark Regional Airport and the names of Dallas-Fort Worth International Airport, Dallas-Fort Worth, TX; Lancaster Regional Airport, Lancaster, TX; Bourland Field, and Stephenville Clark Regional Airport would also be updated to coincide with the FAA's aeronautical database.

**DATES:** Comments must be received on or before March 16, 2020.

**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 (800) 647-5527. You must identify FAA Docket No. FAA-2019-1030, Airspace Docket No. 19-ASW-17 at the beginning of your comments. You may also submit comments through the internet at <https://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 7400.11D, 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 7400.11D 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 would amend the Class D airspace at Fort Worth Spinks Airport, Fort Worth, TX, and the Class E airspace extending upward from 700 feet above the surface at Bourland Field, Fort Worth, TX, and Mesquite Metro Airport, Mesquite, TX, which are contained in the Dallas-Fort Worth, TX, airspace legal description, and Stephenville Clark Regional Airport, Stephenville, TX, to support instrument flight rule operations at these airports.

**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-2019-1030, Airspace Docket No. 19-ASW-17." 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 through the internet at <http://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's web page at [https://www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](https://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 for Incorporation by Reference**

This document proposes to amend FAA Order 7400.11D, Airspace Designations and Reporting Points, dated August 8, 2019, and effective September 15, 2019. FAA Order 7400.11D is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11D 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:

Amending the Class D airspace at Fort Worth Spinks Airport, Fort Worth, TX, by updating the header of the airspace legal description from "Fort Worth Spinks Airport, TX" to "Fort Worth, TX" to coincide with the FAA's aeronautical database and comply with FAA Order 7400.2M; updating the geographic coordinates of the airport; and replacing the outdated term

“Airport/Facility Directory” with “Chart Supplement;”

Amending the Class E airspace extending upward from 700 feet above the surface for Dallas-Fort Worth, TX, by updating the header of the airspace legal description from “Dallas/Fort Worth, TX” to “Dallas-Fort Worth, TX” to coincide with the FAA’s aeronautical database; updating the name of Dallas-Fort Worth International Airport (previously Dallas/Fort Worth International Airport), Dallas-Fort Worth, TX, to coincide with the FAA’s aeronautical database; removing the cities associated with McKinney National Airport, McKinney, TX; Ralph M. Hall/Rockwall Municipal Airport, Rockwall, TX; and Mesquite Metro Airport, Mesquite, TX, contained in the Dallas-Fort Worth, TX, airspace legal description to comply with FAA Order 7400.2M; removing the Mesquite NDB and the associated extension from the airspace legal description as the associated instrument procedure has been cancelled and the extension is no longer needed; updating the name of the Mesquite Metro: RWY 18–LOC (previously Mesquite Metro ILS Localizer) to coincide with the FAA’s aeronautical database; removing the extension south of the airport associated with the Mesquite Metro ILS Localizer; adding an extension 4 miles west and 7.9 miles east of the 001° bearing from the Mesquite Metro: RWY 18–LOC extending from the 6.5-mile radius of the Mesquite Metro Airport to 10 miles north of the Mesquite Metro: RWY 18–LOC; updating the name of Lancaster Regional Airport (previously Lancaster Airport), Lancaster, TX, to coincide with the FAA’s aeronautical database and removing the city associated with Lancaster Regional Airport contained in the Dallas-Fort Worth, TX, airspace legal description to comply with FAA Order 7400.2M; removing the city associate with Fort Worth Spinks Airport, Fort Worth, TX, contained in the Dallas-Fort Worth, TX, airspace legal description to comply with FAA Order 7400.2M and updating the geographic coordinates of the airport to coincide with the FAA’s aeronautical database; removing the city associated with Cleburne Regional Airport, Cleburne, TX, contained in the Dallas-Fort Worth, TX, airspace legal description to comply with FAA Order 7400.2M; updating the name of Bourland Field (previously Bourland Field Airport), Fort Worth, TX, to coincide with the FAA’s aeronautical database and removing the city associated with the airport contained in the Dallas-Fort Worth, TX, airspace legal description to comply with FAA Order

7400.2M; removing the cities associated with Granbury Regional Airport, Granbury, TX, and Parker County Airport, Weatherford, TX, contained in the Dallas-Fort Worth, TX, airspace legal description to comply with FAA Order 7400.2M; removing the city associated with Bridgeport Municipal Airport, Bridgeport, TX, contained in the Dallas-Fort Worth, TX, airspace legal description to comply with FAA Order 7400.2M and updating the geographic coordinates of the airport to coincide with the FAA’s aeronautical database; and removing the city associated with the Decatur Municipal Airport, Decatur, TX, contained in the Dallas-Fort Worth, TX, airspace legal description to comply with FAA Order 7400.2M;

And updating the Class E airspace extending upward from 700 feet above the surface at Stephenville Clark Regional Airport (previously Clark Field Municipal Airport), Stephenville, TX, by updating the name and geographic coordinates of the airport to coincide with the FAA’s aeronautical database; removing the city associated with the airport in the airspace legal description to comply with FAA Order 7400.2M; and adding an extension 4 miles each side of the 329° bearing from the airport extending from the 6.4-mile radius to 10.5 miles northwest of the airport.

Class D and E airspace designations are published in paragraph 5000 and 6005, respectively, of FAA Order 7400.11D, dated August 8, 2019, and effective September 15, 2019, 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.

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 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 7400.11D, Airspace Designations and Reporting Points, dated August 8, 2019, and effective September 15, 2019, is amended as follows:

*Paragraph 5000 Class D Airspace.*

\* \* \* \* \*

#### ASW TX D Fort Worth, TX [Amended]

Fort Worth Spinks Airport, TX  
(Lat. 32°33'55" N, long. 97°18'30" W)

That airspace extending upward from the surface up to but not including 3,000 feet MSL within a 4.1-mile radius of Fort Worth Spinks Airport, and within 1 mile each side of the 173° bearing from the airport extending from the 4.1-mile radius to 4.8 miles south of the airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times 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 Dallas-Fort Worth, TX [Amended]

Dallas-Fort Worth International Airport, TX  
(Lat. 32°53'50" N, long. 97°02'16" W)  
McKinney National Airport, TX  
(Lat. 33°10'37" N, long. 96°35'20" W)

Ralph M. Hall/Rockwall Municipal Airport, TX

(Lat. 32°55'50" N, long. 96°26'08" W)

Mesquite Metro Airport, TX

(Lat. 32°44'49" N, long. 96°31'50" W)

Mesquite Metro: RWY 18–LOC

(Lat. 32°44'03" N, long. 96°31'50" W)

Lancaster Regional Airport, TX

(Lat. 32°34'39" N, long. 96°43'03" W)

Point of Origin

(Lat. 32°51'57" N, long. 97°01'41" W)

Fort Worth Spinks Airport, TX

(Lat. 32°33'55" N, long. 97°18'30" W)

Cleburne Regional Airport, TX

(Lat. 32°21'14" N, long. 97°26'02" W)

Bourland Field, TX

(Lat. 32°34'55" N, long. 97°35'27" W)

Granbury Regional Airport, TX

(Lat. 32°26'40" N, long. 97°49'01" W)

Parker County Airport, TX

(Lat. 32°44'47" N, long. 97°40'57" W)

Bridgeport Municipal Airport, TX

(Lat. 33°10'26" N, long. 97°49'42" W)

Decatur Municipal Airport, TX

(Lat. 33°15'15" N, long. 97°34'50" W)

That airspace extending upward from 700 feet above the surface within a 30-mile radius of Dallas-Fort Worth International Airport, and within a 6.6-mile radius of McKinney National Airport, and within 1.8 miles each side of the 002° bearing from McKinney National Airport extending from the 6.6-mile radius to 9.2 miles north of the airport, and within a 6.3-mile radius of Ralph M. Hall/Rockwall Municipal Airport, and within 1.6 miles each side of the 010° bearing from Ralph M. Hall/Rockwall Municipal Airport extending from the 6.3-mile radius to 10.8 miles north of the airport, and within a 6.5-mile radius of Mesquite Metro Airport, and within 4 miles west and 7.9 miles east of the 001° bearing from the Mesquite Metro: RWY 18–LOC extending from the 6.5-mile radius of the Mesquite Metro Airport to 10 miles north of the Mesquite Metro: RWY 18–LOC, and within a 6.6-mile radius of Lancaster Regional Airport, and within 1.9 miles each side of the 140° bearing from Lancaster Regional Airport extending from the 6.6-mile radius to 9.2 miles southeast of the airport, and within 8 miles northeast and 4 miles southwest of the 144° bearing from the Point of Origin extending from the 30-mile radius of Dallas-Fort Worth International Airport to 35 miles southeast of the Point of Origin, and within a 6.5-mile radius of Fort Worth Spinks Airport, and within 8 miles east and 4 miles west of the 178° bearing from Fort Worth Spinks Airport extending from the 6.5-mile radius to 21 miles south of the airport, and within a 6.9-mile radius of Cleburne Regional Airport, and within 3.6 miles each side of the 292° bearing from the Cleburne Regional Airport extending from the 6.9-mile radius to 12.2 miles northwest of airport, and within a 6.5-mile radius of Bourland Field, and within a 6.3-mile radius of Granbury Regional Airport, and within a 6.3-mile radius of Parker County Airport, and within 8 miles east and 4 miles west of the 177° bearing from Parker County Airport extending from the 6.3-mile radius to 21.4 miles south of the airport, and within a 6.3-mile radius of Bridgeport Municipal Airport, and within 1.6 miles each side of the 040° bearing from Bridgeport Municipal Airport

extending from the 6.3-mile radius to 10.6 miles northeast of the airport, and within 4 miles each side of the 001° bearing from Bridgeport Municipal Airport extending from the 6.3-mile radius to 10.7 miles north of the airport, and within a 6.3-mile radius of Decatur Municipal Airport, and within 1.5 miles each side of the 263° bearing from Decatur Municipal Airport extending from the 6.3-mile radius to 9.2 miles west of the airport.

\* \* \* \* \*

#### ASW TX E5 Stephenville, TX [Amended]

Stephenville Clark Regional Airport, TX

(Lat. 32°12'55" N, long. 98°10'40" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Stephenville Clark Regional Airport, and within 4 miles each side of the 329° bearing from the airport extending from the 6.4-mile radius to 10.5 miles northwest of the airport.

Issued in Fort Worth, Texas, on January 22, 2020.

**Steve Szukala,**

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

[FR Doc. 2020–01587 Filed 1–29–20; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2019–0787; Airspace  
Docket No. 19–ASW–11]

RIN 2120–AA66

#### Proposed Amendment of Class E Airspace; Sweetwater, TX

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

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

**SUMMARY:** This action proposes to amend Class E airspace areas extending upward from 700 feet or more above the surface of the earth at Avenger Field Airport, Sweetwater, TX. The FAA is proposing this action as the result of an airspace review caused by the decommissioning of the Sweetwater non-directional radio beacon (NDB). The geographic coordinates for the airport and the name of the airport would be updated to coincide with the FAA's aeronautical database. Airspace redesign is necessary for the safety and management of instrument flight rules (IFR) operations at these airports.

**DATES:** Comments must be received on or before March 16, 2020.

**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 (800) 647–5527. You must identify FAA Docket No. FAA–2019–0787; Airspace Docket No. 19–ASW–11, at the beginning of your comments. You may also submit comments through the internet at <https://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 7400.11D, 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 7400.11D 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:

Rebecca Shelby, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222–5857.

#### 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 Avenger Field Airport, in support of standard instrument approach procedures for IFR operations at the airport.

##### Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views,