

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

[Docket No. FAA–2022–1454; Airspace
Docket No. 21–AWP–56]

RIN 2120–AA66

**Proposed Amendment of Class E
Airspace; Boswell Airport, CA**

AGENCY: Federal Aviation
Administration (FAA), Department of
Transportation (DOT).

ACTION: Notice of proposed rulemaking
(NPRM).

SUMMARY: This action proposes to
modify the Class E airspace extending
upward from 700 feet above the surface
at Boswell Airport, CA. The radius is
reduced, as there are no circling
maneuvers authorized at the airport.
This action also proposes the addition
of an extension to the north, and a
modification to the south extension to
adequately contain arriving and
departing aircraft. Additionally, this
action proposes several administrative
changes to update the airport's legal
description. These actions will support
the safety and management of
instrument flight rule (IFR) operations at
the airport.

DATES: Comments must be received on
or before January 30, 2023.

ADDRESSES: Send comments on this
proposal to the U.S. DOT, Docket
Operations, 1200 New Jersey Avenue
SE, West Building Ground Floor, Room
W12–140, Washington, DC 20590;
telephone: (800) 647–5527, or (202)
366–9826. You must identify “FAA
Docket No. FAA–2022–1454; Airspace
Docket No. 21–AWP–56,” at the
beginning of your comments. You may
also submit comments through the
internet at www.regulations.gov.

FAA Order JO 7400.11G, Airspace
Designations and Reporting Points, and
subsequent amendments can be viewed
online at [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.

FOR FURTHER INFORMATION CONTACT:
Raphell P. Taylor, Federal Aviation
Administration, Western Service Center,
Operations Support Group, 2200 S
216th Street, Des Moines, WA 98198;
telephone (405) 666–1176.

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
(U.S.C.). 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
modify Class E airspace at Boswell
Airport, CA, to support IFR operations
at the 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.
Persons 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–2022–1454; Airspace
Docket No. 21–AWP–56”. 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 www.regulations.gov.
Recently published rulemaking
documents can also be accessed through
the FAA's web page at www.faa.gov/air_

[traffic/publications/airspace_](http://www.faa.gov/air_traffic/publications/airspace_)
[amendments](http://www.faa.gov/air_traffic/publications/airspace_).

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 Northwest
Mountain Regional Office of the Federal
Aviation Administration, Air Traffic
Organization, Western Service Center,
Operations Support Group, 2200 S
216th Street, Des Moines, WA 98198.

**Availability and Summary of
Documents for Incorporation by
Reference**

This document proposes to amend
FAA Order JO 7400.11G, dated August
19, 2022, and effective September 15,
2022. FAA Order JO 7400.11G is
publicly available as listed in the
ADDRESSES section of this document.
FAA Order JO 7400.11G 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 14 CFR part 71 by modifying the
Class E airspace extending upward from
700 feet above the surface at Boswell
Airport, CA. The 6.6-mile radius of the
airport is excessive, and should be
reduced to 2.4-mile radius, as there are
no authorized circling maneuvers at the
airport. An extension should be added
to the north of the airport to contain
departures until reaching 1,200 feet
above the surface. The extension to the
south of the airport should be modified
to better contain departures until
reaching 1,200 feet above the surface
and arrivals below 1,500 feet above the
surface.

Additionally, the FAA proposes
administrative modifications to the
airport's legal description. The airport's
city is incorrect in the existing Class E5
description. It should read: “Corcoran,
CA”. The airport name in the text
header is incorrect. It should read:
“Boswell Airport, CA”. The
navigational aid used in the existing
Class E5 legal description should be
removed as it has been
decommissioned. The geographic
coordinates for the airport should be
updated to match the FAA's database.

The Class E5 airspace designation is
published in paragraph 6005 of FAA
Order JO 7400.11G, dated August 19,
2022, and effective September 19, 2022,
which is incorporated by reference in 14
CFR 71.1. The Class E airspace

designation listed in this document will be published subsequently in FAA Order JO 7400.11, which is published yearly and becomes effective on September 15.

FAA Order JO 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 JO 7400.11G, Airspace Designations and Reporting Points, dated August 19, 2022, and

effective September 15, 2022, is amended as follows:

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

* * * * *

AWP CA E5 Corcoran, CA [Amended]

Boswell Airport, CA

(Lat. 36°05'19" N, long. 119°32'30" W)

That airspace extending upward from 700 feet above the surface within a 2.4-mile radius of the airport, and within 2.1 miles each side of the 148° bearing from the airport extending from the 2.4-mile radius to 6.7 miles southeast of the airport, and within 2.4 miles each side of the 346° bearing from the airport extending from the 2.4-mile radius to 7.6 miles north of the airport.

Issued in Des Moines, Washington, on December 7, 2022.

B.G. Chew,

Group Manager, Operations Support Group, Western Service Center.

[FR Doc. 2022–27078 Filed 12–14–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2022–1453; Airspace Docket No. 21–AWP–57]

RIN 2120–AA66

Proposed Establishment of Class E Airspace; Mefford Field Airport, CA

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (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 Mefford Field Airport, CA. These actions will support instrument flight rules (IFR) arrival and departure operations at the airport.

DATES: Comments must be received on or before January 30, 2023.

ADDRESSES: Send comments on this proposal to the U.S. DOT, Docket Operations, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590; telephone: (800) 647–5527, or (202) 366–9826. You must identify “FAA Docket No. FAA–2022–1453; Airspace Docket No. 21–AWP–57,” at the beginning of your comments. You may also submit comments through the internet at <https://www.regulations.gov>.

FAA Order JO 7400.11G, Airspace Designations and Reporting Points, and

subsequent amendments can be viewed online at 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.

FOR FURTHER INFORMATION CONTACT:

Raphell P. Taylor, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (405) 666–1176.

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 (U.S.C.). 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 establish Class E airspace at Mefford Field Airport, CA, to support IFR operations at the 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. Persons 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–2022–1453; Airspace Docket No. 21–AWP–57.” 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