

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**[Docket No. FAA-2022-1448; Airspace  
Docket No. 21-AWP-58]

RIN 2120-AA66

**Proposed Amendment of Class E  
Airspace; Hanford Municipal 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 Hanford Municipal Airport, CA.  
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-2022-1448; Airspace  
Docket No. 21-AWP-58," at the  
beginning of your comments. You may  
also submit comments through the  
internet at [www.regulations.gov](http://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 theauthority 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 Hanford  
Municipal 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-2022-1448; Airspace  
Docket No. 21-AWP-58." 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](http://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\\_  
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 NorthwestMountain 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 Hanford  
Municipal Airport, CA. A 2.8-mile  
circular radius of the airport should be  
added to properly contain circling  
maneuvers. The airspace extension east  
of the airport should be removed. The  
Visalia very high frequency  
omnidirectional range/distance  
measuring equipment (VOR/DME)  
navigational aid was decommissioned  
and the airspace is no longer necessary  
to contain its associated instrument  
approach procedure. The airspace  
extensions to the north and southeast of  
the airport should be modified. These  
modifications would more adequately  
contain arriving IFR operations below  
1,500 feet above the surface on the Area  
Navigation (RNAV) Global Positioning  
System (GPS) Runway (RWY) 32 and  
RNAV (GPS)-B RWY 32 approaches, and  
departing IFR operations until they  
reach 1,200 feet above the surface at the  
airport.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 (E.O.) 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 Hanford, CA [Amended]

Hanford Municipal Airport, CA  
(Lat. 36°19′00″ N, long. 119°37′40″ W)

That airspace extending upward from 700 feet above the surface within a 2.8-mile radius of the airport, and within 2.4 miles each side of the 142° bearing from the airport extending from the 2.8-mile radius to 7 miles southeast of the airport, and within 2.4 miles

each side of the 345° bearing from the airport extending from the 2.8-mile radius to 7 miles north of the airport.

\* \* \* \* \*

Issued in Des Moines, Washington, on December 8, 2022.

**B.G. Chew,**

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

[FR Doc. 2022–27252 Filed 12–15–22; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2022–1455; Airspace  
Docket No. 21–AWP–42]

RIN 2120–AA66

#### Proposed Amendment of Class D and E Airspace; Lemoore Naval Air Station (NAS) (Reeves Field), CA

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

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

**SUMMARY:** This action proposes to modify the Class D and E surface airspace at the airport, remove the Class E airspace designated as an extension to a Class D or E surface area, remove the Class E airspace extending from 1,200 feet above the surface, modify the Class E airspace extending from 700 feet above the surface of the earth, and it will also propose several administrative changes to update the airport’s legal description. This action would support the safety and management of instrument flight rules (IFR) and visual flight rules (VFR) 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. 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 Docket No. FAA–2022–1455; Airspace Docket No. 21–AWP–42, at the beginning of your comments. You may also submit comments through the internet at [www.regulations.gov](http://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 amend Class D and E airspace at Lemoore NAS, CA, to support the safety and management of IFR and VFR 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–2022–1455; Airspace Docket No. 21–AWP–42.” 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