

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

[Docket No. FAA–2016–9378; Airspace  
Docket No. 16–ASW–16]

**Proposed Amendment, Revocation,  
and Establishment of Class D and E  
Airspace; Enid Vance AFB, OK; Enid  
Woodring Municipal Airport, OK; Enid,  
OK; and Vance AFB, OK**

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

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

**SUMMARY:** This action proposes to:  
Remove Class D airspace for Enid  
Woodring Municipal Airport, OK, and  
Enid Vance AFB, OK; establish Class D  
airspace for Enid Woodring Regional  
Airport, Enid, OK, and Vance AFB,  
Vance AFB, OK; amend Class E airspace  
designated as a surface area for Enid  
Woodring Regional Airport; establish  
Class E airspace designated as a surface  
area for Vance AFB; remove Class E  
airspace designated as an extension of  
Class D and E surface area at Enid  
Woodring Municipal Airport, OK, and  
Enid Vance AFB, OK; establish Class E  
airspace designated as an extension of  
Class D and E surface area at Enid  
Woodring Regional Airport and Vance  
AFB; and amend Class E airspace  
extending upward from 700 feet above  
the surface at Enid Woodring Regional  
Airport. Due to the differing operating  
hours of the two airports, the airspace  
descriptions would be separated for  
safety and management of instrument  
flight rules (IFR) operations at these  
airports. Also, airspace redesign is  
necessary to accommodate new  
standard instrument approach  
procedures (SIAPS) at Woodring  
Regional Airport.

**DATES:** Comments must be received on  
or before August 10, 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–  
2016–9378; Airspace Docket No. 16–  
ASW–16, 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 and E airspace in the  
Enid, OK, area.

**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–2016–9378/Airspace  
Docket No. 16–ASW–16." 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 [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 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:

Removing Class D airspace at Enid Woodring Municipal Airport, OK;  
Removing Class D airspace at Enid Vance AFB, OK;

Establishing Class D airspace at Enid Woodring Regional Airport, Enid, OK, within a 4.5-mile radius of the airport;<sup>1</sup>

Establishing Class D airspace at Vance AFB, Vance AFB, OK, within a 5.1-mile radius of the airport;

Amending Class E airspace designated as a surface area within a 4.5-mile radius (increased from a 4.1-mile radius) of Enid Woodring Regional Airport, Enid, OK, removing the portion within a 5.1-mile radius of Vance AFB, and removing Vance AFB from the airspace description;

Establishing Class E airspace designated as a surface area within a 5.1 mile radius of Vance AFB, Vance AFB, OK;

Removing Class E airspace designated as an extension to Class D or E surface area at Enid Vance AFB, OK;

Removing Class E airspace designated as an extension to Class D or E surface area at Enid Woodring Municipal Airport, OK;

Establishing Class E airspace designated as an extension to Class D or E surface area at Enid Woodring Regional Airport, Enid, OK, with a segment each side of the VOR/DME extending from the 4.5-mile radius of the airport to 7 miles north and 7 miles south of the airport;

Establishing Class E airspace designated as an extension to Class D or E surface area at Vance AFB, Vance AFB, OK, with a segment each side of the Vance VORTAC extending from the 5.1-mile radius to 6.1 miles south of the airport; and

Amending Class E airspace extending upward from 700 feet above the surface at Enid, OK, within a 7-mile radius (increasing from a 6.6-mile radius) of Woodring Regional Airport, removing the Woodring VOR/DME extensions, and updating the name of the airport to coincide with the FAA's aeronautical database.

The FAA determined that due to the differing operating hours of the two airports, the airspace descriptions should be separated for safety and management of IFR operations at these airports. Also, after an airspace review of the Woodring Regional Airport, the FAA found airspace redesign necessary at Enid Woodring Regional Airport to

accommodate new SIAPs at the airport and for the safety and management of IFR operations at these airports. The part-time NOTAM information would be included in the airspace descriptions for the new airspace and would be retained in the legal descriptions for the amended airspace.

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 OK D Enid Woodring Municipal Airport, OK [Removed]**

\* \* \* \* \*

**ASW OK D Enid Vance AFB, OK [Removed]**

\* \* \* \* \*

**ASW OK D Enid, OK [New]**

Enid Woodring Regional Airport, OK  
(Lat. 36°22'33" N., long. 97°47'22" W.)

That airspace extending upward from the surface to and including 3,800 feet within a 4.5-mile radius of Enid Woodring Regional Airport, excluding that portion of airspace west of long. 97°51'01" W. 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.

\* \* \* \* \*

**ASW OK D Vance AFB, OK [New]**

Vance AFB, OK  
(Lat. 36°20'22" N., long. 97°55'02" W.)

Enid Woodring Regional Airport, OK  
(Lat. 36°22'33" N., long. 97°47'22" W.)

That airspace extending upward from the surface to and including 3,800 feet within a 5.1-mile radius of Vance AFB excluding that portion east of long. 97°51'01" W., and excluding within a 4.5-mile radius of Enid Woodring Regional 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.

\* \* \* \* \*

*Paragraph 6002 Class E Airspace Designated as a Surface Area.*

\* \* \* \* \*

**ASW OK E2 Enid, OK [Amended]**

Enid Woodring Regional Airport, OK  
(Lat. 36°22'33" N., long. 97°47'22" W.)

That airspace within a 4.5-mile radius of Enid Woodring Regional Airport excluding that portion of airspace west of long. 97°51'01" W. 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.

\* \* \* \* \*

<sup>1</sup> This Class D airspace would replace the Class D airspace at Enid Woodring Municipal Airport that is being proposed for removal in this action. This proposal would increase the existing 4.1-mile radius around the airport to a 4.5-mile radius. The part-time NOTAM language is included in the new legal description.

**ASW OK E2 Vance AFB, OK [New]**

Vance AFB, OK

(Lat. 36°20'22" N., long. 97°55'02" W.)

Enid Woodring Regional Airport, OK

(Lat. 36°22'33" N., long. 97°47'22" W.)

That airspace within a 5.1-mile radius of Vance AFB excluding that portion east of the long. 97°51'01" W., and excluding within a 4.5-mile radius of Enid Woodring 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 Areas Designated as an Extension to Class D or Class E Surface Areas.*

\* \* \* \* \*

**ASW OK E4 Enid Vance AFB, OK [Removed]****ASW OK E4 Enid Woodring Municipal Airport, OK [Removed]**

\* \* \* \* \*

**ASW OK E4 Enid, OK [New]**

Enid Woodring Regional Airport, OK

(Lat. 36°22'33" N., long. 97°47'22" W.)

Woodring VOR/DME

(Lat. 36°22'26" N., long. 97°47'17" W.)

That airspace extending upward from the surface within 2.4 miles each side of the 347° radial of the Woodring VOR/DME extending from the 4.5-mile radius of the airport to 7 miles north of the airport, and within 2.4 miles each side of the 177° radial of the Woodring VOR/DME extending from the 4.5-mile radius of the airport to 7 miles south of the airport.

\* \* \* \* \*

**ASW OK E4 Vance AFB, OK [New]**

Vance AFB, OK

(Lat. 36°20'22" N., long. 97°55'02" W.)

Vance VORTAC

(Lat. 36°20'42" N., long. 97°55'06" W.)

That airspace extending upward from the surface within 1.3 miles each side of the 188° radial of the Vance VORTAC extending from the 5.1-mile radius of Vance AFB to 6.1 miles south of the airport.

\* \* \* \* \*

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

\* \* \* \* \*

**ASW OK E5 Enid, OK [Amended]**

Vance AFB, OK

(Lat. 36°20'22" N., long. 97°55'02" W.)

Enid Woodring Regional Airport, OK

(Lat. 36°22'33" N., long. 97°47'22" W.)

That airspace extending upward from 700 feet above the surface within 8.7 miles east and west of Vance AFB extending to 15.2 miles north and south of Vance AFB, and that airspace extending upward from 700 feet above the surface within a 7-mile radius of Enid Woodring Regional Airport.

Issued in Fort Worth, Texas, on June 19, 2017.

**Walter Tweedy,**

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

[FR Doc. 2017–13184 Filed 6–23–17; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF HOMELAND SECURITY****Coast Guard****33 CFR Part 165**

**[Docket Number USCG–2017–0400]**

**RIN 1625–AA00**

**Safety Zone, Delaware River; Pipe-Removal**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard is proposing to establish temporary safety zones in portions of Billingsport Range, on the Delaware River, to facilitate the removal of existing pipelines along the river bed of the Federal Navigation Channel. The safety zones would be established for the waters of Billingsport Range, on the Delaware River, in the vicinity of working vessels and associated equipment. At times the working vessels and equipment may be in close proximity or impede the navigation channel. This regulation is necessary to provide for the safety of life on navigable waters of the Delaware River, in the vicinity of pipeline-removal operations, and is intended to protect mariners from the associated hazards.

**DATES:** Comments and related material must be received by the Coast Guard on or before July 11, 2017.

**ADDRESSES:** You may submit comments identified by docket number USCG–2017–0400 using the Federal eRulemaking Portal at <http://www.regulations.gov>. See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this proposed rulemaking, call or if email Petty Officer Amanda Boone, U.S. Coast Guard, Sector Delaware Bay, Waterways Management Division, Coast Guard; telephone (215) 271–4889, email [Amanda.N.Boone@uscg.mil](mailto:Amanda.N.Boone@uscg.mil).

**SUPPLEMENTARY INFORMATION:**

**I. Table of Abbreviations**

CFR Code of Federal Regulations  
DHS Department of Homeland Security  
E.O. Executive order  
FR Federal Register  
Pub. L. Public Law  
§ Section  
U.S.C. United States Code  
COTP Captain of the Port

**II. Background, Purpose, and Legal Basis**

Paulsboro Natural Gas Pipeline Company and Buckeye Partners, L.P. notified the Coast Guard that removal of portions of old natural gas pipelines will need to be conducted in compliance with the Army Corps of Engineers request for removal due to the upcoming widening and deepening of the Delaware River, main navigational channel, in which the depth of the channel will be taken to 45 feet. The Captain of the Port Delaware Bay has determined that potential hazards associated with the pipe-removal operational would be a safety concern for anyone within a 150-yard radius of the working vessels.

The Coast Guard is proposing to issue this rule under authority in 33 U.S.C. 1231; 33 CFR 1.05–1 and 160.5; and Department of Homeland Security Delegation No. 0170.1. The Captain of the Port, Delaware Bay, has determined that potential hazards associated with pipe-removal operations, beginning on or about July 29, 2017, will be a safety concern for vessels attempting to transit the Delaware River, along Billingsport Range. This rule is needed to protect personnel, vessels, and the marine environment on the navigable waters within the safety zone while removal of the pipeline is being conducted.

**III. Discussion of Proposed Rule**

The Coast Guard Captain of the Port is proposing to establish temporary safety zones on portions of the Delaware River on or about July 29, 2017, until October 31, 2017, unless cancelled earlier by the Captain of the Port, to facilitate the removal of existing pipeline on the river bed of the Delaware River, along the Billingsport Range.

With plans to widen the commercial shipping channel in the Delaware River, the U.S. Army Corp of Engineers (ACOE) has requested both Paulsboro Natural Gas Pipeline Company, LLC (PBF) and Buckeye Partners, L.P. (BPL) modify their existing pipelines across the river that could cause hazards to mariners in the expanded shipping channel. This specifically pertains to PBF's 8" natural gas pipeline and BPL's 10" and 12" pipelines that run adjacent