



## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2026-0027; Airspace Docket No. 24-AWP-106]

RIN 2120-AA66

### Modification of Class D and Class E Airspace; Palm Springs International Airport, Palm Springs, CA.

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

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

**SUMMARY:** This action proposes to modify the Class D airspace area and the Class E airspace area designated as an extension to a Class D airspace area (Class E4 airspace area) at Palm Springs International Airport (PSP), Palm Springs, CA. Additionally, the FAA proposes several administrative corrections to the airport's airspace legal descriptions. These actions will 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 [INSERT DATE 45 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER.]

**ADDRESSES:** Send comments identified by FAA Docket No. FAA-2026-0027 and Airspace Docket No. 24-AWP-106 using any of the following methods:

\* Federal eRulemaking Portal: Go to [www.regulations.gov](http://www.regulations.gov) and follow the online instructions for sending your comments electronically.

\* Mail: Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

\* Hand Delivery or Courier: Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

\* Fax: Fax comments to Docket Operations at (202) 493-2251.

*Docket:* Background documents or comments received may be read at [www.regulations.gov](http://www.regulations.gov) at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FAA Order JO 7400.11K, 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/). You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 600 Independence Avenue SW, Washington DC 20591; telephone: (202) 267-8783.

**FOR FURTHER INFORMATION CONTACT:** Keith T. Adams, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S. 216th Street, Des Moines, WA 98198; telephone: (206) 231-2428.

**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 the 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 D and Class E4 airspace areas in support of IFR and VFR operations at Palm Springs International Airport, Palm Springs, CA.

## **Comments Invited**

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

*Privacy:* In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

## **Availability of Rulemaking Documents**

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 Operations office (see **ADDRESSES** section for

address, phone number, and hours of operations). An informal docket may also be examined during normal business hours at the office of the Northwest Mountain Regional Office, Federal Aviation Administration, Air Traffic Organization, Western Service Center, Operations Support Group, 2200 S. 216th Street, Des Moines, WA 98198.

### **Incorporation by Reference**

Class D and E4 airspace areas are published in paragraphs 5000 and 6004, respectively, of FAA Order JO 7400.11, *Airspace Designations and Reporting Points*, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document proposes to amend the current version of that order, FAA Order JO 7400.11K, dated August 4, 2025, and effective September 15, 2025. These updates would be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11K, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

### **The Proposal**

The FAA is proposing an amendment to 14 CFR part 71 to modify the Class D and Class E4 airspace areas at PSP. Additionally, the airspace legal descriptions would be amended to reflect current aeronautical databases.

The proposed Class D airspace area consists of lateral boundary modifications to better accommodate several of PSPs' IFR departure procedures and two extensions to the 4.3-mile radius in the northwest and southeast sectors of the surface area. The Class D airspace area would be extended from the airport's 4.3-mile radius to encompass an area within 1.8 miles on either side of the airport's 142° bearing, extending to 6.6 miles southeast. The other extension would extend from the airport's 4.3-mile radius to encompass an area within 1.9 miles either side of the airport's 324° bearing, extending to 4.4 miles northwest. The proposed Class D airspace area due to precipitous terrain would support IFR procedural containment to the extent practicable until aircraft reach the base of adjacent controlled airspace.

The airport's Class E4 airspace area would be modified to better accommodate aircraft when executing the Area Navigation (RNAV) Required Navigation Performance (RNP) Z Runway (RWY) 13 Right and RNAV (RNP) Y RWY 31 Left instrument approach procedures. The proposed modification would provide for arrival containment to the extent practicable once aircraft descend to below 1,000 feet above the surface. The extension was evaluated as being two miles or more from the lateral boundaries of the Class D airspace area; therefore, a Class E4 airspace area is required to provide IFR procedural containment to the extent practicable.

The FAA is also proposing several administrative corrections to the airport's airspace legal descriptions. The PSP airport reference point would be amended to match the FAA's database: lat. 33°49'47"N., long. 116°30'24"W. Lastly, this action would render the Class D and Class E4 airspace at PSP as part-time. To support this change, the phrase, "This Class D/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" would be added to the Class D and E airspace area legal descriptions.

### **Regulatory Notices and Analyses**

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. 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 proposed rule, when promulgated, will 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 1050.1G, FAA National Environmental Policy Act Implementing 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**

In consideration of the foregoing, 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 7400.11K, Airspace Designations and Reporting Points, dated August 4, 2025, and effective September 15, 2025, would be amended as follows:

#### **Paragraph 5000 Class D Airspace.**

\* \* \* \* \*

#### **AWP CA D Palm Springs, CA [Amended]**

Palm Springs Airport, CA  
(lat. 33°49'47"N., long. 116°30'24"W.)

That airspace extending upward from the surface up to and including 3,000 feet MSL within a 4.3-mile radius of the airport, within 1.8 miles either side of the airport's 142° bearing extending 6.6 miles southeast, and within 1.9 miles either side of the airport's 324° bearing extending 4.4 miles northwest. 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.

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

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**AWP CA E4 Palm Springs, CA [Amended]**  
Palm Springs Airport, CA  
(lat. 33°49'47"N., long. 116°30'24"W.)

That airspace extending upward from the surface within 1.8 miles either side of the airport's 142° bearing from 6.6 miles extending 9.5 miles southeast, and within 1.9 miles either side of the airport's 324° bearing from 4.4 miles extending 6 miles northwest. 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.

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Issued in Des Moines, WA, February 11, 2026.

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