DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. 26852; Amendment No. 71–16]

RIN 2120–AE18

Terminal Airspace Reconfiguration

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; technical amendment.

SUMMARY: This action amends the Terminal Airspace Reconfiguration final rule, which was published in the **Federal Register** on August 27, 1992. This action amends technical errors in certain airspace descriptions contained in FAA Order 7400.7A, Compilation of Regulations, and FAA Order 7400.9, Airspace Reclassification. This action also ensures that Class E airspace is designated above a Class B, Class C, or Class D airspace area. The intent of this action is to correct these technical errors prior to the implementation of the Airspace Reclassification final rule on September 16, 1993.

EFFECTIVE DATE: Amendatory items 1 and 2 are effective April 29, 1993, through September 15, 1993. Amendatory items 3 and 4 are effective September 16, 1993.

FOR FURTHER INFORMATION CONTACT: Mr. William M. Mosley, Air Traffic Rules Branch, ATP–230, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267–9251.

SUPPLEMENTARY INFORMATION:

Background

On August 27, 1992, the Terminal Airspace Reconfiguration final rule was published in the **Federal Register** (57 FR 38962). This rule amended part 71 of the Federal Aviation Regulations (14 CFR) by revising all control zones and transition areas as well as specific terminal control areas (TCAs) and airport radar service areas (ARSAs) described in FAA Order 7400.7, Compilation of Regulations, effective November 1, 1991. This final rule also modified the corresponding Class B, Class C, Class D, and Class E airspace descriptions in FAA Order 7400.9, Airspace Reclassification, effective September 16, 1993. Since the issuance of this final rule, the FAA has issued FAA Handbook 7400.7A, Compilation of Regulations, effective November 27, 1992. through September 15, 1993 (57 FR 56246; November 27, 1992), which is incorporated by reference in 14 CFR 71.1.

During reviews of the airspace descriptions that were promulgated in the Terminal Airspace Reconfiguration final rule, the FAA found some minor errors. This amendment will correct these errors.

The Amendment

The FAA, including each regional office, and the National Ocean Service (NOS) have continued to review each of more than 3,100 airspace descriptions that were promulgated in the Terminal Airspace Reconfiguration final rule.

During the review, minor errors were noted. Many could be found only after the airspace areas were depicted on aeronautical charts. Some of the errors would have inadvertently created airspace that would have become an incorrect class of airspace on September 16, 1993. In some of these cases, this amendment designates airspace that will become Class E airspace in an area that otherwise would have become the more restrictive Class D airspace.

In addition, during the review the FAA noted that § 71.71, which describes Class E airspace and becomes effective September 16, 1993, needs a minor revision. Class E airspace extends upward from the surface to the overlying or adjacent controlled airspace. However, the strict application of this definition would leave a corridor of uncontrolled airspace above a Class B, Class C, or Class D airspace area because the Class E airspace ends beneath the more restrictive airspace. Therefore, the FAA has revised § 71.71(c). The revision designates Class E airspace above a Class B, Class C, or Class D airspace area for the purpose of transitioning to or from the terminal or en route environment.

Airport radar service areas (ARSA's), control zones, and transition areas are published in sections 71.501, 71.171, and 71.181, respectively, of FAA Order 7400.7A dated November 2, 1992, and effective November 27, 1992, which is incorporated by reference in 14 CFR 71.1. The ARSA's, control zones, and transition areas listed in this document will be published subsequently in the Order.

The FAA has determined that this action: (1) Is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation because the anticipated impact is so minimal.

This action amplifies and clarifies the existing rule and does not place any new restriction or requirements on the public. Furthermore, the FAA finds that this amendment does not involve a change in the dimensions or operating requirements of the airspace listings incorporated by reference in part 71. These errors are insignificant in nature and impact and inconsequential to the industry and public. Therefore, notice and public procedure under 5 U.S.C. 533(b) are unnecessary.

Control Zones for the Primary Airport of an ARSA

The FAA amends the airspace descriptions of the following control zones for the primary airport of an ARSA in § 71.171 of FAA Order 7400.7A.

The technical corrections to these airspace descriptions are described below.

FAA Region: New England

Providence, Rhode Island: The airspace description is revised by excluding the airspace that extends into the North Kingstown, Rhode Island control zone from the extension for instrument approaches to the Providence, Theodore Francis Green State Airport.

FAA Region: Northwest Mountain

Portland, Oregon: The airspace description is revised by excluding the airspace that extends into the Portland, Troutdale Airport, Oregon control zone.

FAA Region: Western Pacific

El Toro Marine Corps Air Station, California: The airspace description is revised by changing the geographic position of El Toro Marine Corps Air Station from "lat. 33° 40'03"N., long. 117° 43'09"W." to "lat. 33°40'34"N., long. 117°43'52"W."

Airport Radar Service Areas

The FAA amends the airspace descriptions of the following ARSAs in Section 71.501 of FAA Order 7400.7A.

FAA Region: Northwest Mountain

Whidbey Island Naval Air Station, Washington: The airspace description is revised by adding language that notes the ARSA operates on a part-time basis. The ARSA now operates on a part-time basis in accordance with airspace docket number 92–AWA–04.

FAA Region: Western Pacific

El Toro Marine Corps Air Station, California: The airspace description is revised by changing the geographic position of El Toro Marine Corps Air Station from "lat. 33°40'03"N., long. 117°43'09"W." to "lat. 33°40'34"N., long. 117°43'52"W."

Control Zones for Airports With Operating Control Towers That Are Not the Primary Airport Within a TCA or an ARSA

The FAA amends the airspace descriptions of the following control zones for airports with operating control towers that are not the primary airport of a TCA or an ARSA in § 71.171 of FAA Order 7400.7A.

The technical corrections to these airspace descriptions are described below.

FAA Region: Alaskan

Fairbanks, Fort Wainwright Army Air Field, Alaska: The airspace description is revised by excluding certain airspace northwest of the airport from the area necessary for aircraft operating under instrument flight rules (IFR) to depart within controlled airspace.

FAA Region: Central

Sioux City, Iowa: The airspace description is revised by excluding the airspace within a 1-mile radius of the South Sioux City, Martin Field, Nebraska, from the control zone. This change will not require pilots who operate aircraft in the vicinity of Martin Field to establish two-way radio communications with air traffic control.

Wichita, McConnell Air Force Base, Kansas: The airspace description is revised by excluding the airspace within a 1-mile radius of the Derby, Hamilton Field, Kansas, from the control zone. This change will not require pilots who operate aircraft in the vicinity of Hamilton Field to establish two-way radio communications with air traffic control.

FAA Region: Eastern

Patuxent River, Maryland: The airspace description is revised by ensuring that the airspace in the vicinity of the Chesapeake Ranch Airport is within the airspace for aircraft operating under IFR to depart within controlled airspace.

Manassas, Virginia: This airspace description, which was inadvertently omitted from FAA Order 7400.7A, is added. The airspace description is also revised by dividing the control zone into two areas. One area includes the airspace necessary for aircraft departing from the Manassas Municipal/Harry P. Davis Airport to depart within control airspace, which will become Class D airspace on September 16, 1993. The other area includes the airspace necessary for instrument approaches, which will become Class E airspace on September 16, 1993.

Fort Belvoir, Virginia: The airspace description is revised by lowering the ceiling from "up to and including 2,600 feet mean sea level (MSL)" to "up to, but not including, 2,500 feet MSL," which ensures the ceiling does not penetrate the Washington Tri-Area TCA. The description is also revised by excluding the airspace that extends into the Washington Tri-Area TCA from the control zone.

FAA Region: Great Lakes

Glenview Naval Air Station, Illinois: The airspace description is revised by adding the arrival extensions for runway 17, which were inadvertently deleted.

FAA Region: New England

Beverly, Massachusetts: The airspace description is revised by excluding airspace that extends into the Boston, Massachusetts TCA and the Lawrence, Massachusetts control zone from the area necessary for aircraft operating under IFR to depart within controlled airspace, which will become Class D airspace on September 16, 1993. The airspace description is also revised by excluding airspace that extends into the Lawrence, Massachusetts control zone from the extension used for instrument approaches, which becomes Class E airspace on September 16, 1993.

Lawrence, Massachusetts: The airspace description is revised by eliminating the clause that excludes the airspace that extends into the Beverly, Massachusetts control zone.

North Kingstown, Rhode Island: The airspace description is revised by eliminating the clause that excludes the airspace that extends into the Providence, Rhode Island control zone. The existing clause, which excludes airspace in the Providence, Rhode Island ARSA from the North Kingstown, Rhode Island control zone, excludes the same airspace area.

FAA Region: Northwest Mountain

Portland, Troutdale Airport, Oregon: The airspace description is revised by changing the reference to the Portland International Airport, Oregon control zone, which will cease to exist on September 16, 1993, to the Portland International Airport, Oregon ARSA.

Tacoma, Tacoma Narrows Airport, Washington: The airspace description is revised by including the airspace east of a line 1.8 miles east of and parallel to the 009° bearing from the Graye NDB in the Tacoma Narrows control zone. This airspace was inadvertently excluded from the airspace area.

FAA Region: Southern

Orlando, Executive Airport, Florida: The airspace description is revised by lowering the ceiling from "up to and including 2,600 feet MSL" to "up to, but not including, 1,600 feet MSL," which ensures the ceiling does not penetrate the Orlando, Florida TCA.

Winston-Salem, North Carolina: The airspace description is revised by raising the ceiling from "2,700 feet MSL" to "3,500 feet MSL." The higher ceiling is the equivalent of 2,500 feet above the surface, which is the standard ceiling for control zones that will become Class D airspace.

FAA Region: Southwest

Enid, Vance Air Force Base, Oklahoma: The airspace description is revised by raising the ceiling from "2,800 feet MSL" to "3,800 feet MSL." The higher ceiling is the equivalent of 2,500 feet above the surface, which is the standard ceiling for control zones that will become Class D airspace.

Enid, Woodring Municipal Airport, Oklahoma: The airspace description is revised by raising the ceiling from "2,800 feet MSL" to "3,800 feet MSL." The higher ceiling is the equivalent of 2,500 feet above the surface, which is the standard ceiling for control zones that will become Class D airspace.

Lawton, Oklahoma: The airspace description is revised by dividing the control zone into two areas. One area includes the airspace necessary for aircraft departing from Lawton Municipal Airport or Henry Post Army Air Field to depart within controlled airspace, which will become Class D airspace on September 16, 1993. The other area includes the airspace necessary for instrument approaches, which will become Class E airspace on September 16, 1993.

Dallas, Addison Airport, Texas: The airspace description is revised by lowering the ceiling from "up to and including 3,100 feet MSL" to "up to, but not including, 3,000 feet MSL," which ensures that the ceiling does not penetrate the Dallas-Fort Worth, Texas TCA.

Dallas, Redbird Airport, Texas: The airspace description is revised by lowering the ceiling from "up to and including 3,200 feet MSL" to "up to, but not including, 2,500 feet MSL," which ensures that the ceiling does not penetrate the Dallas-Fort Worth, Texas TCA.

Fort Worth, Alliance Airport, Texas: The airspace description is revised by lowering the ceiling from "up to and including 3,200 feet MSL" to "up to, but not including, 3,000 feet MSL," which ensures that the ceiling does not penetrate the Dallas-Fort Worth, Texas TCA.

Houston, David Wayne Hooks Memorial Airport, Texas: The airspace

description is revised by lowering the ceiling from "up to and including 2,700 feet MSL" to "up to, but not including, 2,000 feet MSL," which ensures that the ceiling does not penetrate the Houston, Texas TCA.

FAA Region: Western Pacific

El Centro, Naval Air Field, California: The airspace description is revised by eliminating the clause that excludes airspace that extends into restricted area R–2510. The El Centro control zone and R–2510 do not overlap.

San Diego, Gillespie, California: The airspace description is revised by deleting the exclusion of the Montgomery Field control zone which eliminates the arrival extension to the Montgomery Field control zone from preempting the surface area of the Gillespie control zone.

San Diego, Montgomery Field, California: The airspace description is revised by excluding the airspace that extends into the San Diego, California TCA and the San Diego-Gillespie, California control zone from the extension for instrument approaches.

Van Nuys, California: The airspace description is revised by lowering the ceiling from "up to and including 3,300 feet MSL" to "up to, but not including, 3,000 feet MSL," which ensures that the ceiling does not penetrate the Burbank-Glendale-Pasadena, California ARSA.

Control Zones for Airports Without Operating Control Towers

The FAA amends the airspace descriptions of the following control zones for airports without operating control towers in § 71.171 of FAA Order 7400.7A.

The technical corrections to these airspace descriptions are described below.

FAA Region: Alaskan

Homer, Alaska: The airspace description is revised by changing the bearing from the Kachemak NDB, from 200° to 220°.

Talkeetna, Alaska: The airspace description is revised by moving the extension for instrument approaches from northeast to the southwest, which was moved by 180° in error.

FAA Region: Northwest Mountain

Sheridan, Wyoming: The airspace description is revised by eliminating the language that notes the control zone is active on a part-time basis. The control zone now operates on a full-time basis in accordance with airspace docket number 92–ANM–04.

Worland, Wyoming: The airspace description is revised by eliminating the language that notes the control zone is active on a part-time basis. The control zone now operates on a full-time basis in accordance with airspace docket number 92–ANM–05.

Transition Areas

The FAA amends the airspace descriptions of the following transition areas in § 71.181 of FAA Order 7400.7A.

The technical corrections to these airspace descriptions are described below.

FAA Region: Alaskan

Barrow, Alaska: The airspace description is revised by eliminating the clause that excludes airspace more than 12 miles from the shoreline. The area does not extend beyond 12 miles from the shoreline. The airspace description is also revised by changing the clause that refers to the Barrow, Alaska control zone to indicate the control zone operates on a full-time basis as opposed to a part-time basis.

King Salmon, Alaska: The airspace description is revised by eliminating the portion at and above 14,500 feet MSL, which is unnecessary. The airspace description is also revised by eliminating a clause that excludes certain airspace associated with the portion at and above 14,500 feet MSL.

Sitka, Alaska: The airspace description is revised by moving the extension for instrument approaches to correspond with the Sitka localizer frontcourse as opposed to the backcourse.

FAA Region: Eastern

Chantilly, Virginia: The airspace description is revised by converting distances in statute miles to the nearest equivalent in nautical miles.

FAA Region: Great Lakes

Three Rivers, Michigan: The airspace description is revised by eliminating a clause that excludes airspace that extends into the Kalamazoo/Battle Creek, Michigan ARSA. The proposal to establish this ARSA has been withdrawn.

Williston, North Dakota: The airspace description is revised by eliminating a clause that excludes the Watford City, North Dakota and New Town, North Dakota transition areas. The Williston transition area does not overlap these Watford City or New Town transition areas.

FAA Region: New England

Kennebunkport, Maine: The airspace description is revised by eliminating one of the extensions that is necessary of instrument approaches. The same airspace is described elsewhere.

FAA Region: Southern

Thomasville, Georgia: This airspace description, which was inadvertently omitted from the Terminal Airspace Reconfiguration final rule, is added.

FAA Region: Southwest

Venice, Louisiana: The airspace description is revised to include the airspace necessary for helicopters on a standard instrument approach, which was inadvertently eliminated.

Breckenridge, Texas: The airspace description is revised by changing the bearing from the Breckenridge RBN from 339° to 359° true.

Monahans, Texas: The airspace description is revised by changing the radial from the Wink VORTAC from 126° to 136°.

List of Subjects in 14 CFR Part 71

Airport radar service areas, Airspace, Control zones, Incorporation by reference, Transition areas.

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends part 71 (14 CFR part 71) as follows:

The following amendments are to part 71 currently in effect:

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS, JET ROUTES, AND AREA HIGH ROUTES

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.7A, *Compilation of Regulations*, dated November 2, 1992, and effective November 27, 1992, is amended as follows:

Section 71.171 Designation of Control Zones

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AAL AK CZ Fairbanks, Fort Wainwright AAF, AK

Fairbanks, Fort Wainwright AAF, AK
(lat. 64°50'11" N., long. 147°37'01" W.)
Fairbanks VORTAC
(lat. 64°48'00" N., long. 148°00'43" W.)
Chena NDB
(lat. 64°50'17" N., long. 147°29'24" W.)

That airspace extending upward from the surface within a 5.3-mile radius of the Fort Wainwright AAF Airport, excluding the portion north and west of a line from lat.

64°45'14" N., long. 147°41'16" W.; to lat. 64°51'10" N., long. 147°44'09" W.; to lat. 64°54'48" N., long. 147°30'57" W.; and that airspace extending upward from the surface within 2.4 miles each side of the Chena NDB 089° bearing extending from the 5.3-mile radius of the Fort Wainwright AAF Airport to 10.1 miles east of the Fort Wainwright AAF Airport and within 1.8 miles north of the Fairbanks VORTAC 078° radial extending from the 5.3-mile radius of the Fort Wainwright AAF Airport to 9.9 miles east of the Fort Wainwright AAF Airport; excluding the portion of the arrival extension south of a line from lat. 64°48'52" N., long. 147°12'04" W.; to lat. 64°47'27" N., long. 147°25'56" W. This control zone 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 Supplement Alaska (Airport/Facility Directory).

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AAL AK CZ Homer, AK
Homer Airport, AK
(lat. 59°38'42" N., long. 151°28'42" W.)
Kachemak NDB
(lat. 59°38'28" N., long. 151°30'00" W.)

Within a 4.2-mile radius of the Homer Airport and within 2.5 miles each side of the 220° bearing from the Kachemak NDB extending from the 4.2-mile radius to 7.7 miles southwest of the airport; excluding that airspace north of a line from lat. 59°42'26"N., long. 151°24'56"W.; to lat. 59°38'35"N., long. 151°36'58"W. This control zone 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 Supplement Alaska (Airport/Facility Directory).

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AAL AK CZ Talkeetna, AK
Talkeetna Airport, AK
(lat. 62°19'18"N., long. 150°05'38"W.)
Talkeetna VOR/DME
(lat. 62°17'55"N., long. 150°06'20"W.)

Within a 3.9-mile radius of the Talkeetna Airport and within 3.3 miles each side of the Talkeetna VOR/DME 190° radial extending from the 3.9-mile radius to 12.5 miles southwest of the airport. This control zone 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 Supplement Alaska (Airport/Facility Directory).

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ACE IA CZ Sioux City, IA
Sioux City, Sioux Gateway Airport, IA
(lat. 42°24'14"N., long. 96°23'01"W.)
Sioux City VORTAC
(lat. 42°20'40"N., long. 96°19'25"W.)
South Sioux City, Martin Field, NE
(lat. 42°27'15"N., long. 96°28'21"W.)

That airspace extending upward from the surface to and including 3,600 feet MSL within a 4.3-mile radius of Sioux Gateway Airport excluding that airspace within a 1-mile radius of the South Sioux City, Martin Field, NE.; and that airspace extending upward from the surface within 2.2 miles each side of the 140° radial of the Sioux City VORTAC extending from the 4.3-mile radius of Sioux Gateway Airport to 5.3 miles southeast of the VORTAC. This control zone 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 Airport/Facility Directory.

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ACE KS CZ Wichita, McConnell Air Force Base, KS
Wichita McConnell Air Force Base, KS
(lat. 37°37'23"N., long. 97°16'03"W.)
McConnell TACAN
(lat. 37°37'07"N., long. 97°15'47"W.)
Derby, Hamilton Field, KS
(lat. 37°33'38"N., long. 97°14'01"W.)

That airspace extending upward from the surface to and including 3,900 feet MSL within a 4.5-mile radius of McConnell Air Force Base excluding that airspace within the Wichita Mid-Continent Airport, KS, Airport Radar Service Area and that airspace within a 1-mile radius of the Derby, Hamilton Field, Kansas; and that airspace extending upward from the surface within 1.8 miles west and 3.5 east of the McConnell TACAN 008° radial extending from the 4.5-mile radius of McConnell Air Force Base to 6.1 miles north of the TACAN and within 1.8 miles each side of the McConnell TACAN 199° radial extending from the 4.5-mile radius of McConnell Air Force Base to 5.3 miles south of the TACAN;

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AEA MD CZ Patuxent River, MD
Patuxent River NAS (Trapnell Field), MD
(lat. 38°17'30"N., long. 76°24'59"W.)
Patuxent VORTAC
(lat. 38°17'16"N., long. 76°24'01"W.)
Patuxent River NDB
(lat. 38°17'09"N., long. 76°24'11"W.)
Chesapeake Ranch Airpark, MD
(lat. 38°21'40"N., long. 76°24'19"W.)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 4.5-mile radius of Patuxent River NAS (Trapnell Field) and within a 0.5-mile radius of Chesapeake Ranch Airpark; and that airspace extending upward from the surface within 1.8 miles each side of the Patuxent VORTAC 045° radial extending from the 4.5-mile radius of Patuxent River NAS (Trapnell Field) to 6.1 miles northeast of the VORTAC and within 1.8 miles each side of the Patuxent VORTAC 235° radial extending from the 4.5-mile radius to 6.6 miles southwest of the VORTAC and within 1.8 miles each side of the Patuxent River NDB 233° bearing extending from the 4.5-mile radius to 6.1 miles southwest of the NDB and within 1.8 miles each side of the Patuxent VORTAC 140° radial extending from the 4.5-mile radius to 10.5 miles southeast of the VORTAC.

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AEA VA CZ Fort Belvoir, VA
Davison AAF, Fort Belvoir, VA
(lat. 38°42'55"N., long. 77°10'54"W.)
DAVEE OM
(lat. 38°39'42"N., long. 77°06'37"W.)

That airspace extending upward from the surface to, but not including 2,500 feet MSL within a 4.4-mile radius of Davison AAF and within 1 mile each side of the Davison AAF localizer southeast course extending from the 4.4-mile radius to the DAVEE OM and within 1.8 miles each side of the extended centerline of Runway 14/32 extending from the northwest end of Runway 14/32 to 4.4 miles northwest, excluding the portion within Prohibited Area P–73 and the Washington Tri-Area Terminal Control Area. This control zone is effective during specific times and dates established in advance by a Notice to Airmen. The specific date and time will thereafter be published continuously in the Airport/Facility Directory.

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AEA VA CZ Manassas, VA
Manassas Municipal/Harry P. Davis Airport, VA
(lat. 38°43'17"N., long. 77°30'56"W.)
Armel VORTAC
(lat. 38°56'05"N., long. 77°28'00"W.)

That airspace extending upward from the surface to, but not including, 2,000 feet MSL within a 4-mile radius of the Manassas Municipal/Harry P. Davis Airport, excluding that airspace within the Washington Tri-Area Terminal Control Area; and that airspace extending upward from the surface within 2.6 miles either side of a bearing 025° from the Manassas Municipal/Harry P. Davis Airport extending from a 4-mile radius of the airport to 7.5 miles northeast of the airport, excluding that airspace within the Washington Tri-Area Terminal Control Area. This control zone 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 Airport/Facility Directory.

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AGL IL CZ Glenview, IL
NAS Glenview, IL
(lat. 42°05'00" N., long. 87°49'06" W.)
Northbrook VORTAC
(lat. 42°13'26" N., long. 87°57'06" W.)
Chicago-O'Hare International Airport, IL
(lat. 41°58'46" N., long. 87°54'16" W.)
Glenview TACAN
(lat. 42°05'08" N., long. 87°49'21" W.)

That airspace extending upward from the surface to but not including 3,000 feet MSL within a 4.1-mile radius of NAS Glenview and within 1.8 miles each side of the Northbrook VORTAC 162° and 145° radials extending from the Chicago-O'Hare International Airport and the NAS Glenview 4.1-mile radius to 1.8 miles south along the 162° radial of the Northbrook VORTAC and 3.8 miles southeast along the 145° radial of the Northbrook VORTAC, and within 1.7 miles each side of the NAS Glenview TACAN 100° radial, extending from the NAS Glenview 4.1-mile radius zone to 5.7 miles east of the TACAN, excluding that airspace within the Chicago, IL, Terminal Control Area.

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ANE MA CZ Beverly, MA
Beverly Municipal Airport, MA
(lat. 42°35'03" N., long. 70°55'01" W.)
Lawrence VOR/DME

(lat. 42°44'26" N., long. 71°05'41" W.)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 4.1-mile radius of Beverly Municipal Airport, excluding that airspace within the Boston, MA, Terminal Control Area; and that airspace extending upward from the surface within 3.2 miles each side of the Lawrence VOR/DME 137° radial, extending from the 4.1-mile radius to 9.8 miles northwest of the Beverly Municipal Airport, excluding that airspace within the Lawrence, MA, Control Zone. This control zone 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 Airport/Facility Directory.

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ANE MA CZ Lawrence, MA
Lawrence Municipal Airport, MA
(lat. 42°43'02"N., Long. 71°07'24"W.)
Lawrence VOR/DME
(lat. 42°44'26"N., long. 71°05'41"W.)
Beverly Municipal Airport, MA
(lat. 42°35'03"N., long. 70°55'01"W.)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 4-mile radius of the Lawrence Municipal Airport and within 1.2 miles each side of the Lawrence VOR/DME 041° radial extending from the 4-mile radius to 3 miles northeast of the Lawrence VOR/DME; excluding that airspace within the Boston, MA, 700 foot Transition Area. This control zone 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 Airport/Facility Directory.

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ANE RI CZ North Kingstown, RI
North Kingstown, Quonset State Airport, RI
(lat. 41°35'48"N., long. 71°24'43"W.)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 4.3-mile radius of Quonset State Airport, and within 1.7 miles each side of the Quonset State Airport 171° bearing extending from the 4.3-mile radius to 5.2 miles south of the airport, excluding that airspace within the Providence Theodore Francis Green State Airport, RI, Airport Radar Service Area. This control zone 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 Airport/Facility Directory.

ANE RI CZ Providence, RI
Providence, Theodore Francis Green State Airport, RI
(lat. 41°43'30"N., long. 71°25'40"W.)
Providence VORTAC
(lat. 41°43'28"N., long. 71°25'47"W.)

That airspace extending upward from the surface to and including 4,100 feet MSL within a 5-mile radius of Theodore Francis Green State Airport; and that airspace extending upward from the surface up to but not including 1,300 feet MSL within 3.3 miles each side of Providence VORTAC 132° radial extending from the 5-mile radius to 8.4 miles southeast of Providence VORTAC; and that airspace extending upward from the surface up to but not including 1,700 feet MSL within 3.8 miles each side of the Theodore Francis Green State Airport 211° bearing extending from the 5-mile radius to 15 miles southwest of Theodore Francis Green State Airport, excluding the airspace within the North Kingstown, RI, Control Zone.

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ANM OR CZ Portland, OR
Portland International Airport, OR
(lat. 45°35'19"N., long. 122°35'51"W.)
Evergreen Airport, OR
(lat. 45°37'19"N., long. 122°31'45"W.)
Battleground VORTAC
(lat. 45°44'52"N., long. 122°35'26"W.)
Laker NDB
(lat. 45°32'29"N., long. 122°27'44"W.)
OM
(lat. 45°37'24"N., long. 122°41'48"W.)
Pearson Airpark
(lat. 45°37'14"N., long. 122°39'30"W.)

That airspace extending upward from the surface to and including 4,000 feet MSL within a 5-mile radius of the Portland International Airport and that airspace extending upward from the surface up to but not including 1,800 feet MSL within 1.8 miles each side of the Battleground VORTAC 180° radial extending from the 5-mile radius to 3.1 miles south of the VORTAC and within 2.2 miles each side of the Portland Runway 10R ILS localizer west course extending from the 5-mile radius to 0.9 miles west of the OM; and that airspace extending upward from the surface up to but not including 1,700 feet MSL within 1.8 miles north and 2.7 miles south of the 299° bearing from the Laker NDB extending from the 5-mile radius to the NDB, excluding that airspace within a 1-mile radius of Evergreen Airport and that airspace from the 003° bearing from Evergreen Airport clockwise to the 105° bearing from Evergreen Airport, and excluding that airspace west of the east bank of the Willamette River; and excluding that airspace up to but not including 1,100 feet MSL in an area bounded by a line beginning at the point where the 019° bearing from Pearson Airpark intersects the 5-mile area from Portland International Airport extending southeast to a point 1.5 miles east of Pearson Airpark on the extended centerline of Runway 8/26 and thence south to the north shore of the Columbia River and thence west via the north shore of the Columbia River to the 5-mile arc from Portland International Airport and excluding that airspace within the Portland-Troutdale, OR, Control Zone during the dates and times it is effective.

* * * * *

ANM OR CZ Portland-Troutdale, OR
Portland-Troutdale Airport, OR
(lat. 45°32'57"N., long. 122°24'04"W.)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 4-mile radius of the Portland-Troutdale Airport, excluding the portion within the Portland International Airport, OR, Airport Radar Service Area. This control zone 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 Airport/Facility Directory.

* * * * *

ANM WA CZ Tacoma Narrows Airport, WA
Tacoma Narrows Airport, WA
(lat. 47°16'04"N., long. 122°34'41"W.)
Graye NDB
(lat. 47°09'01"N., long. 122°36'17"W.)
Scenn OM
(lat. 47°21'28"N., long. 122°33'44"W.)

That airspace extending upward from the surface to and including 2,800 feet MSL within a 4-mile radius of the Tacoma Narrows Airport; and that airspace extending upward from the surface within 1.8 miles each side of the 009° bearing from the Graye NDB extending from the 4-mile radius to 0.9 miles north of the NDB, and within 1.8 miles each side of the 187° bearing from Scenn OM extending from the 4-mile radius to 1 mile south of the OM; excluding that airspace within the Tacoma, McChord AFB, WA, Control Zone. This control zone is effective during the specific dates and times established in advanced by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

ANM WY CZ Sheridan, WY
Sheridan County Airport, WY
(lat. 44°46'26"N., long. 106°58'37"W.)
Sheridan VORTAC
(lat. 44°50'32"N., long. 107°03'40"W.)

Within a 4.4-mile radius of the Sheridan County Airport, and within 3.5 miles each side of the Sheridan VORTAC 312° and 327° radials extending from the 4.4-mile radius to 10.1 miles northwest of the VORTAC, and within 3.5 miles each side of the Sheridan VORTAC 140° radial extending from the 4.4-mile radius to 21.4 miles southeast of the VORTAC.

ANM WY CZ Worland, WY
Worland Municipal Airport, WY
(lat. 43°57'56"N., long. 107°57'01"W.)
Worland VOR/DME
(lat. 43°57'51"N., long. 107°57'03"W.)

Within a 4.2-mile radius of the Worland Municipal Airport, and within 3 miles each side of the Worland VOR/DME 352° radial extending from the 4.2-mile radius to 10.5 miles north of the VOR/DME.

* * * * *

ASO FL CZ Orlando, FL
Orlando Executive Airport, FL
(lat. 28°32'44"N., long. 81°19'58"W.)
Orlando VORTAC
(lat. 28°32'34"N., long. 81°20'06"W.)

That airspace extending upward from the surface to, but not including, 1,600 feet MSL within a 4-mile radius of Orlando Executive Airport and within 3.6 miles each side of Orlando VORTAC 254° radial extending from the 4-mile radius to 8.1 miles west of the VORTAC; excluding that portion within the Orlando, FL, Terminal Control Area.

* * * * *

Winston-Salem, NC
Winston-Salem, Smith Reynolds Airport, NC
(lat. 36°08'01"N., long. 80°13'19"W.)

That airspace extending upward from the surface to and including 3,500 feet MSL

within a 4.2-mile radius of Smith Reynolds Airport.

* * * * *

ASW OK CZ Enid Vance AFB, OK
Enid, Vance AFB, OK
(lat. 36°20'23"N., long. 97°54'58"W.)
Vance VORTAC
(lat. 36°20'44"N., long. 97°55'08"W.)
Enid, Woodring Municipal Airport, OK
(lat. 36°22'45"N., long. 97°47'28"W.)
Woodring VOR/DME
(lat. 36°22'26"N., long. 97°47'17"W.)

That airspace extending upward from the surface to and including 3,800 feet MSL within a 5.1-mile radius of Vance AFB and within a 4.1-mile radius of Woodring Municipal Airport; and 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 to 6.1 miles south of the airport and within 2.1 miles each side of the 355° radial of the Woodring VOR/DME extending from the 4.1-mile radius to 5.8 miles north of the airport and within 2 miles each side of the 185° radial extending from the 4.1-mile radius to 5.5 miles south of the airport; excluding that portion of airspace east of long. 97°51'01" W., when the Enid, Woodring Municipal Airport, OK, Control Zone is in effect. This control zone 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 Airport/Facility Directory.

ASW OK CZ Enid Woodring Municipal Airport, OK
Enid, Woodring Municipal Airport, OK
(lat. 36°22'45" N., long. 97°47'28" W.)
Woodring VOR/DME
(lat . 26°22'26" N., long. 97°47'17" W.)

That airspace extending upward from the surface to and including 3,800 feet MSL within a 4.1-mile radius of Woodring Municipal Airport; and that airspace extending upward from the surface within 2.1 miles each side of the 355° radial of the Woodring VOR/DME extending from the 4.1-mile radius to 5.8 miles north of the airport and within 2 miles each side of the 185° radial of the Woodring VOR/DME extending from the 4.1-mile radius to 5.5 miles south of the airport; excluding that portion of airspace west of long. 97°51'01" W. This control zone 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 Airport/Facility Directory.

* * * * *

ASW OK CZ Lawton, OK
Lawton Municipal Airport, OK
(lat. 34°34'04" N., long. 98°25'00" W.)
Fort Sill, Henry Post AAF, OK
(lat. 34°39'00" N., long. 98°24'07" W.)
Trail NDB
(lat. 34°46'53" N., long. 98°24'08" W.)
Lawton VOR/DME
(lat. 34°29'46" N., long. 98°24'47" W.)

That airspace extending upward from the surface to and including 3,700 feet MSL within a 4.3-mile radius of Lawton Municipal Airport within a 4-mile radius of Henry Post AAF, excluding that airspace within Restricted Areas R-5601A and R-5601B when these restricted areas are activated; and that airspace extending upward from the surface within 1.3 miles each side of the 181° bearing from the Trail NDB extending from the 4-mile radius of the Henry Post AAF to 6.2 miles north of the Henry Post AAF and within 1.2 miles each side of the 003° radial of the Lawton VOR/MDE extending from the 4-mile radius of the Henry Post AAF to 4.7 miles north of the Henry Post AAF excluding that airspace within Restricted Areas R-5601A and R-5601B when these restricted areas are activated. This control zone 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 Airport/Facility Directory.

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ASW TX CZ Dallas Addison Airport, TX
Dallas, Addison Airport, TX
(lat. 32°58'06" N., long. 96°50'11" W.)

That airspace extending upward from the surface to, but not including, 3,000 feet MSL within a 4.4-mile radius of Addison Airport excluding the portion south of a line from lat. 32°59'30"N., long. 96°55'31"W.; to lat. 32°56'30"N., long. 96°51'31"W.; to lat. 32°54'00"N., long. 96°46'31"W.; excluding that portion within the Dallas-Fort Worth, TX Terminal Control Area. This control zone shall be 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 Airport/Facility Directory.

* * * * *

ASW TX CZ Dallas Redbird Airport, TX
Dallas, Redbird Airport, TX
(lat. 32°40'51"N., long. 96°52'06"W.)
Redbird RBN
(lat. 32°40'37"N., long. 96°52'16"W.)

That airspace extending upward from the surface to, but not including, 2,500 feet MSL within a 4.2-mile radius of Redbird Airport and within 2.1 miles each side of the 165° bearing from the Redbird RBN extending from the 4.2-mile radius to 4.7 miles south of the airport excluding that airspace west of a line from lat. 32°37'40"N., long. 96°55'21"W.; to lat. 32°39'35"N., long. 96°54'16"W.; to lat. 32°44'20"N., long. 96°53'59"W.; excluding that airspace within the Dallas-Fort Worth, TX, Terminal Control Area. This control zone 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 Airport/Facility Directory.

* * * * *

ASW TX CZ Fort Worth Alliance Airport, TX
Fort Worth Alliance Airport, TX
(lat. 32°59'19"N., long. 97°19'05"W.)
Fort Worth, Stage Coach Hills Airport, TX
(lat. 32°58'00"N., long. 97°14'01"W.)

That airspace extending upward from the surface to, but not including 3,000 feet MSL within a 4.5-mile radius of Fort Worth Alliance Airport excluding that airspace within a 0.5-mile radius of Stage Coach Hills Airport; excluding that airspace within the Dallas-Fort Worth, TX, Terminal Control Area. This control zone 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 Airport/Facility Directory.

* * * * *

ASW TX CZ Houston David Wayne Hooks Memorial Airport, TX Houston, David Wayne Hooks Memorial Airport, TX
(lat. 30°03'43"N., long. 95°33'10"W.)

That airspace extending upward from the surface to, but not including 2,000 feet MSL within a 4.2-mile radius of the David Wayne Hooks Memorial Airport. This control zone 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 Airport/Facility Directory.

* * * * *

AWP CA CZ El Centro NAF, CA
El Centro NAF, CA
(lat. 32°49'45" N., long. 115°40'18" W.)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 4.3-mile radius of El Centro NAF, excluding that airspace east of long. 115°37'00" W., when the Imperial County Airport Control Zone is effective.

* * * * *

AWP CA CZ El Toro MCAS, CA
El Toro MCAS, CA
(lat. 33°40'34" N., long. 117°43'52" W.)
John Wayne Airport/Orange County
(lat. 33°40'32" N., long. 117°52'05" W.)

That airspace extending upward from the surface to and including 4,400 feet MSL within a 5-mile radius of El Toro MCAS, excluding that airspace west of a line between the points where the 5-mile arc of El Toro MCAS intercepts the 5-mile arc of John Wayne Airport/Orange County. This control zone 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 Airport/Facility Directory.

* * * * *

AWP CA CZ San Diego-Gillespie Field, CA
San Diego-Gillespie Field, CA
(lat. 32°49'34" N., long. 116°58'21" W.)

That airspace extending upward from the surface to and including 2,900 feet MSL within a 4.3-mile radius of San Diego-Gillespie Field, excluding that airspace within the San Diego, CA, Terminal Control Area and the Miramar NAS, CA, Control Zone. This control zone 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 Airport/Facility Directory.

* * * * *

AWP CA CZ San Diego Montgomery Field, CA
San Diego Montgomery Field, CA
(lat. 32°48'57" N., long. 117°08'25" W.)
San Diego International-Lindbergh Field, CA
(lat. 32°44'01" N., long. 117°11'15" W.)
Montgomery Field ILS Localizer
(lat. 32°48'57" N., long. 117°08'25" W.)

That airspace extending upward from the surface to and including 2,900 feet MSL within a 3-mile radius of Montgomery Field, excluding that airspace within the San Diego, CA, Terminal Control Area; and that airspace

extending upward from the surface within 1.8 miles each side of the Montgomery Field ILS localizer east course, extending from the 3-mile radius to the outer marker, excluding that airspace within the San Diego, CA, Terminal Control Area and the San Diego-Gillespie, CA, Control Zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter to continuously published in the Airport/Facility Directory.

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AWP CA CZ Van Nuys, CA
Van Nuys Airport, CA
(lat. 34°12'35"N., long. 118°29'24"W.)
Burbank-Glendale-Pasadena Airport, CA
(lat. 34°12'02"N., long. 118°21'30"W.)
Van Nuys VOR/DME (lat. 34°13'24"N., long. 118°29'30"W.)

That airspace extending upward from the surface to, but not including, 3,000 feet MSL within a 4.3-mile radius of Van Nuys Airport, excluding that airspace with the Burbank-Glendale-Pasadena Airport, CA, Airport Radar Service Area and excluding the portion between the Van Nuys VOR 219° radial clockwise to the Van Nuys VOR 314° radial extending beyond the Burbank-Glendale-Pasadena Airport 10-mile radius; and that airspace extending upward from the surface within 2.2 miles each side of the Van Nuys VOR/DME 350° radial, extending from the 4.3-mile radius to 8.3 miles north of the Van Nuys VOR. This control zone 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 Airport/Facility Directory.

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Section 71.181 Designation of Transition Areas

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AAL AK TA Barrow, AK
Barrow/Wiley Post-Will Rogers Memorial Airport, AK
(lat. 71°17'08"N., long. 156°45'58"W.)
Point Barrow LRRS Airport
(lat. 71°20'20"N., long. 156°37'58"W.)
Barrow VORTAC
(lat. 71°16'24"N., long. 156°47'18"W.)
Barrow Localizer
(lat. 71°17'08"N., long. 156°44'07"W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Barrow/Wiley Post-Will Rogers Memorial Airport and within 4 miles each side of the Barrow Localizer back course extending from the 6.6-mile radius to 14.6 miles east of the airport and within a 6.5-mile radius of the Point Barrow LRRS Airport; and that airspace extending upward from 1,200 feet above the surface within a 77-mile radius of the airport extending clockwise from the Barrow VORTAC 101° radial to the 240° radial; excluding that airspace within the Barrow, AK, Control Zone.

* * * * *

AAL AK TA King Salmon, AK
King Salmon Airport, AK
(lat. 58°40'36"N., long. 156°38'58"W.)
King Salmon VORTAC
(lat. 58°43'29"N., long. 156°45'08"W.)
Saldo LOM
(lat. 58°44'15"N., long. 156°46'40"W.)

That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of the King Salmon Airport and within 4 miles northeast and 8 miles southwest of the 312° bearing from the Saldo LOM extending from the LOM to 21 miles northwest of the LOM and within 14 miles of the King Salmon VORTAC 259° radial clockwise to the 004° radial and that airspace within 3.3 miles either side of the 132° radial of the King Salmon VORTAC extending from the 6.7-mile radius of the King Salmon Airport to 10 miles southeast of the King Salmon Airport; and that airspace extending upward from 1,200 feet above the surface within a 39-mile radius of the King Salmon Airport; excluding that airspace within the King Salmon Airport, AK, Control Zone during the specific dates and times it is effective.

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AAL AK TA Sitka, AK
Sitka Airport, AK
(lat. 57°02'50"N., long. 135°21'41"W.)
Biorka Island VORTAC
(lat. 56°51'34"N., long. 135°33'04"W.)
Sitka Localizer
(lat. 57°02'53"N., long. 135°21'54"W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Sitka Airport and within 4 miles each side of the 029° and 209° radials of the Biorka Island VORTAC extending from the 6.6-mile radius to 1 mile south of the VORTAC and within a 14-mile radius of the Biorka Island VORTAC extending clockwise from the 127° radial to the 323° radial and within 4 miles west and 8 miles east of the Biorka Island VORTAC 209° radial extending from the 14-mile radius to 16 miles southwest of the VORTAC and within 4 miles each side of the Sitka Localizer back course extending from the Sitka Localizer to 13.5 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 40-mile radius of the Biorka Island VORTAC; and that airspace extending upward from 5,500 feet MSL within an 85-mile radius of the VORTAC; excluding that airspace within Control Area 1487; more than 12 miles from the shoreline; within the Juneau, AK, and the Ketchikan, AK, Transition Areas and within the Sitka, AK, Control Zone.

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AEA VA TA Chantilly, VA
Washington Dulles International Airport, Washington, DC
(lat. 38°56'39"N., long. 77°27'25"W.)
Washington Dulles International Airport Runway 19R Localizer Course OM
(lat. 39°01'51"N., long. 77°27'30"W.)
Washington Dulles International Airport Runway 19L Localizer Course OM
(lat. 39°01'15"N., long. 77°25'55"W.)
Washington Dulles International Airport Runway 1R Localizer Course OM
(lat. 38°50'50"N., long. 77°26'16"W.)
Leesburg Municipal/Godfrey Field
(lat. 39°04'40"N., long. 77°33'27"W.)
Manassas Municipal/Harry P. Davis Airport
(lat. 38°43'17"N., long. 77°30'56"W.)

That airspace extending upward from 700 feet above the surface within a 7.7-mile radius of Washington Dulles International Airport and within 3.3 miles each side of the Washington Dulles International Airport Runway 19R localizer course extending from the OM to 8.6 miles north of the OM and within 3.3 miles each side of the Washington Dulles International Airport Runway 19L localizer course extending from the OM to 8.6 miles north of the OM and within 5.3 miles west and 3.5 miles east of the Washington Dulles International Airport Runway 1R localizer course extending from the OM to 9.9 miles south of the OM and within a 6.4-mile radius of Leesburg Municipal/Godfrey Field and within 3.1 miles either side of the Leesburg Municipal/Godfrey Field Runway 17 Localizer Course extending from the 6.4-mile radius to 10.5 miles north of the airport and within a 7.6-mile radius of Manassas Municipal/Harry P. Davis Airport and within 2.9 miles each side of a 326° bearing from a point at lat. 38°43'36"N., long. 77°31'26"W., extending from said point to 9.3 miles northwest.

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AGL MI TA Three Rivers, MI
Three Rivers Municipal Dr Haines Airport, MI
(lat. 41°57'35"N., long. 85°35'36"W.)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Three Rivers Municipal Dr Haines Airport, excluding that airspace within the Sturgis, Kirsch Municipal Airport, MI, Transition Area.

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AGL ND TA Williston, ND
Williston, Sloulin Field International Airport, ND
(lat. 48°10'41"N., long. 103°38'33"W.)
Williston VORTAC
(lat. 48°15'12"N., long. 103°45'02"W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Sloulin Field International Airport and within 4 miles each side of the Williston VORTAC 317° radial, extending from the 6.6-mile radius to 12.7 miles northwest of the airport and within 4 miles each side of the 124° bearing from the airport extending from the 6.6-mile area to 13.4 miles southeast of the airport, and within 3.8 miles each side of the Williston VORTAC 135° radial extending from the 6.6-mile radius to 12.3 miles southeast of the airport, and that airspace extending upward from 1,200 feet above the surface within a 21.8-mile radius of the Williston VORTAC extending from the west edge of V–439 clockwise to the north edge of V–430, and within 39.2 miles of the Williston VORTAC extending from the south edge of V–430 clockwise to the east edge of V–439.

* * * * *

ANE ME TA Kennebunkport, ME
Kennebunkport, Walkers Point Heliport, ME
(lat. 43°20'43"N., long. 70°27'32"W.)
Kennebunk VORTAC
(lat. 43°25'33"N., long. 70°36'49"W.)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Walkers Point Heliport and within 4.2 miles each side of the Kennebunk VORTAC 118° radial extending from the 6-mile radius

to 13.8 miles southeast of the Kennebunk VORTAC.

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ASO GA TA Thomasville, GA
Thomasville Municipal Airport
(lat. 30°54'05"N., long. 83°52'53"W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Thomasville Municipal Airport; excluding that airspace within the Moultrie, GA Transition Area.

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ASW LA TA Venice, LA
Venice, Garden Island Bay Seaplane Base, LA
(lat. 29°05'46"N., long. 89°11'53"W.)
Venice RBN
(lat. 29°07'07"N., long. 89°12'20"W.)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Garden Islands Bay Seaplane Base, within a 6.1-mile radius of lat. 29°15'32"N., long. 89°21'10"W., and within 2 miles each side of the 344° bearing from the Venice RBN extending from the 6-mile radius to 8.4 miles northwest of the seaplane base.

* * * * *

ASW TX TA Breckenridge, TX
Breckenridge, Stephens County Airport, TX
(lat. 32°43'06"N., long. 98°53'30"W.)
Breckenridge NDB
(lat. 32°44'50"N., long. 98°53'28"W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Stephens County Airport and within 1.9 miles each side of the 359° true bearing from the Breckenridge NDB extending from the 6.4-mile radius to 8.8 miles north of the airport.

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ASW TX TA Monahans, TX
Monahans, Roy Hurd Memorial Airport, TX
(lat. 31°34'56"N., long. 102°54'33"W.)
Wink VORTAC
(lat. 31°52'29"N., Long. 103°14'37"W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Roy Hurd Memorial Airport and within 1.6 miles each side of the 136° radial of the Wink VORTAC extending from the 6.4-mile radius to 11 miles northwest of the airport.

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Section 71.501 Designation of Airport Radar Service Areas

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ANM WA ARS Whidbey Island NAS, WA
Whidbey Island NAS, Ault Field, WA
(lat. 48°21'07"W., long. 122°39'20"W.)

That airspace extending upward from the surface to and including 4,000 feet MSL within a 5-mile radius of Whidbey Island NAS; and that airspace extending upward from 1,300 feet MSL to and including 4,000 feet MSL within a 10-mile radius of the airport from the 050° bearing from the airport clockwise to the 345° bearing from the airport; and that airspace extending upward from 2,000 feet MSL to and including 4,000 feet MSL within a 10-mile radius of the airport from the 345° bearing from the airport clockwise to the 050° bearing from the airport. This Airport Radar Service Area is effective during the specific days and hours of operation of the Whidbey Island NAS air traffic control facility as established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

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AWP CA ARS El Toro MCAS, CA
El Toro MCAS, CA
(lat. 33°40'34"N., long. 117°43'52"W.)
John Wayne Airport/Orange County
(lat. 33°40'32"N., long. 117°52'05"W.)

That airspace extending upward from the surface to and including 4,400 feet MSL within a 5-mile radius of the El Toro MCAS excluding that airspace west of a line between the points where the 5-mile arc of El Toro MCAS intercepts the 5-mile arc of John Wayne Airport/Orange County; and that airspace extending upward from 2,500 feet MSL to and including 4,400 feet MSL within a 10-mile radius of the EL Toro MCAS from a line from the point where the 5-mile arc of El Toro MCAS intercepts the 5-mile arc of John Wayne Airport/Orange County to the point where the 10-mile arc of EL Toro MCAS intercepts the 10-mile arc of John Wayne Airport/Orange County clockwise to the 005° bearing from the EL Toro MCAS, and that airspace from 2,500 feet MSL to and including 4,400 feet MSL within a 10-mile radius of the EL Toro MCAS between the 104° bearing from the El Toro MCAS clockwise to a line from the point where the 5-mile arc of El Toro MCAS intercepts the 5-mile arc of John Wayne Airport/Orange County to the point where the 10-mile arc of El Toro MCAS intercepts the 10-mile arc of the John Wayne Airport/Orange County. This airport radar service area is effective during the specific days and hours of operation of the EL Toro Tower was established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

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The following amendment is to part 71 in effect as of September 16, 1993:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

3. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

4. Section 71.71 is amended by revising paragraph (c) to read as follows:

§ 71.71 Class E airspace.

* * * * *

(c) The airspace areas listed as domestic airspace areas in subpart E of FAA Order 7400.9 (incorporated by reference, see § 71.1) which extend upward from 700 feet or more above the surface of the earth when designated in conjunction with an airport for which an approved instrument approach procedure has been prescribed, or from 1,200 feet or more above the surface of the earth for the purpose of transitioning to or from the terminal or en route environment. When such areas are designated in conjunction with airways or routes, the extent of such designation has the lateral extent identical to that of a Federal airway and extends upward from 1,200 feet or higher. Unless otherwise specified, the airspace areas in the paragraph extend upward from 1,200 feet or higher above the surface to, but not including, 14,500 feet MSL.

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Issued in Washington, DC on March 12, 1993.

Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

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