

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. 26852; Notice No. 92-5]

RIN 2120-AE18

Terminal Airspace Reconfiguration

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to amend the Federal Aviation Regulations (FAR) by revising all control zones and transition areas and specific terminal control areas (TCAs) and airport radar service areas (ARSAs). The revisions propose to: (1) Modify the lateral and vertical dimensions of the control zones and transition areas; (2) revise the lateral dimension of the surface area of the Anchorage, Alaska ARSA; (3) lower the vertical limit of the Chicago, Midway Airport, Illinois ARSA so it does not overlap the Chicago, O'Hare International Airport TCA; (4) replace the El Toro, California Special Air Traffic Rules Area with a Class D airspace area; and (5) modify the names and the language in the airspace descriptions of specific TCAs and ARSAs. This proposal would ease the conversion from existing control zones and transition areas to the new airspace designations established under the Airspace Reclassification final rule, which is effective September 16, 1993, and would be consistent with the primary intention of Airspace Reclassification to simplify airspace designations.

DATES: Comments must be submitted on or before June 15, 1992.

ADDRESSES: Comments on this NPRM should be mailed, in triplicate, to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (AGC-10), Docket No. 26852, 800 Independence Avenue, SW., Washington, DC 20591. Comments delivered must be marked Docket No. 26852. Comments may be examined in room 915G weekdays between 8:30 a.m. and 5 p.m., except on Federal holidays.

The informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division. The addresses of the offices and the corresponding states, territories, and commonwealths are listed below.

For Alaska:

Manager, Air Traffic Division, AAL-500, Alaskan Region Headquarters, 222

West 7th Avenue, Anchorage, Alaska 99513.

For Iowa, Kansas, Missouri, and Nebraska:

Manager, Air Traffic Division, ACE-500, Central Region Headquarters, 601 East 12th Street, Federal Building, Kansas City, Missouri 64106.

For Delaware, Maryland, New Jersey, New York, Pennsylvania, Virginia, and West Virginia:

Manager, Air Traffic Division, AEA-500, Eastern Region Headquarters, JFK International Airport, Fitzgerald Federal Building, Jamaica, New York 11430.

For Illinois, Indiana, North Dakota, Michigan, Minnesota, Ohio, South Dakota, and Wisconsin:

Manager, Air Traffic Division, AGL-500, Great Lakes Region Headquarters, O'Hare Lake Office Center, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

For Connecticut, New Hampshire, Maine, Massachusetts, Rhode Island, and Vermont:

Manager, Air Traffic Division, ANE-500, New England Region Headquarters, 12 New England Executive Park, Burlington, Massachusetts 01803.

For Colorado, Idaho, Montana, Oregon, Utah, Washington, and Wyoming:

Manager, Air Traffic Division, ANM-500, Northwest Mountain Region Headquarters, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

For Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, Puerto Rico, South Carolina, Tennessee, and Virgin Islands:

Manager, Air Traffic Division, ASO-500, Southern Region Headquarters, 3400 Norman Berry Drive, East Point, Georgia 30344.

Mailing Address:

P.O. Box 20636, Atlanta, Georgia 30320.

For Arkansas, Louisiana, New Mexico, Oklahoma, and Texas:

Manager, Air Traffic Division, ASW-500, Southwest Region Headquarters, 4400 Blue Mound Road, Fort Worth, Texas 76193-0530.

For American Samoa, Arizona, California, Hawaii, Japan, Mariana Islands, Marshall Islands, Nevada:

Manager, Air Traffic Division, AWP-500, Western-Pacific Region Headquarters, 15000 Aviation Boulevard, Hawthorne, California.

Mailing Address:

P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009.

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. Comments of a general nature should be addressed to Mr. Mosley; however, comments that address a specific control zone or transition area should be addressed to the appropriate FAA region, which is listed under ADDRESSES.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Comments relating to the economic, environmental, energy, or federalism impacts that might result from adoption of the proposals contained in this NPRM also are invited. Substantive comments should be accompanied by actual and anticipated cost impact statements, as appropriate. Comments should identify the regulatory docket number and should be submitted in triplicate to the Rules Docket address specified above. All comments received on or before the closing date for comments will be considered by the Administrator before action is taken on the proposed amendments. The proposals contained in this NPRM may be changed in light of comments received. All comments received will be available in the Rules Docket, before and after the closing date for comments, for examination by interested persons. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket. Commenters wishing to have the FAA acknowledge receipt of their comments on this NPRM must include a preaddressed, stamped postcard on which the following statement is made: "Comments to Docket Number 26852." The postcard will be date stamped and mailed to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-220, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3484. Communications must identify the docket number of this NPRM.

Persons interested in being placed on a mailing list for future NPRMs should

request from the above office a copy of Advisory Circular 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

Background

Related Agency Actions

On December 17, 1991, the final rule for Airspace Reclassification was published (56 FR 65638). The new airspace classes are effective September 16, 1993. The final rule amends FAR part 71 to reclassify U.S. airspace in accordance with the airspace classes adopted by the International Civil Aviation Organization (ICAO).

Under the amended part 71, positive control area (PCAs), jet routes, and area high routes are classified as Class A airspace areas; TCAs are classified as Class B airspace areas; ARSAs are classified as Class C airspace areas; control zones for airports with operating control towers and airport traffic areas that are not associated with the primary airport of a TCA or an ARSA are classified as Class D airspace areas; all other controlled airspace areas are classified as Class E airspace areas; and airspace that is not otherwise designated as a controlled airspace area is classified as Class G airspace.

In addition, the Airspace Reclassification final rule incorporated part 75 into part 71 and established Subpart M—Jet Routes are Area High Routes in existing part 71, effective December 17, 1991. This new subpart includes the sections found in part 75, which has been removed and reserved. The Airspace Reclassification final rule also amended parts 1, 45, 61, 65, 91, 93, 101, 103, 105, 121, 127, 135, 137, 139, and 171 and Special Federal Aviation Regulation (SFAR) Nos. 51-1, 60, and 62, effective September 16, 1993, to change the terminology and integrate the adopted airspace classifications into the respective regulations that relate to airspace assignments and operating rules.

The implementation of the Airspace Reclassification final rule included parallel reviews of certain existing airspace areas to ensure that they meet the new airspace classifications. The results of the reviews are being addressed in two NPRMs. Because the NPRMs are being issued after the publication of the Airspace Reclassification final rule, but before the effective date of September 16, 1993, both existing and future terminologies are used. The actual airspace area descriptions are the same whether the airspace area is called: (1) A control zone for an airport with an operating

control tower and an airport traffic area that are not associated with the primary airport of a TCA or an ARSA (current terminology), or a Class D airspace area (future terminology); (2) a control zone for an airport without an operating control tower (current terminology) or a Class E airspace area that extends upward from the surface (future terminology); or (3) a transition area (current terminology) or a Class E airspace area that extends upward from other than the surface (future terminology). These reviews do not change any requirements for operations under visual flight rules (VFR) or instrument flight rules (IFR).

The reviews of certain existing airspace areas focus on control zones, transition areas, and offshore airspace. The first of these reviews, which is addressed in this NPRM, focuses on control zones and transition areas. A subsequent NPRM will address offshore airspace and any supplementary airspace matters. The FAA expects that the proposals in both NPRMs would be effective no later than September 16, 1993, the effective date of the Airspace Reclassification final rule.

In addition to the implementation of Airspace Reclassification, modifications to transition areas are proposed to revise the distance of the airspace areas from the U.S. coast from 3 nautical miles to 12 nautical miles. Presidential Proclamation No. 5928, Territorial Sea of the United States of America, signed on December 27, 1988, extended the sovereignty of the U.S. government to 12 nautical miles from the coast of the United States (including its territories), in accordance with international law. On January 4, 1989, Amendment Nos. 71-12 and 91-207, Applicability of Federal Aviation Regulations in the Airspace Overlying the Waters Between 3 and 12 Nautical Miles From the United States Coast (54 FR 264), were published. These amendments extended controlled airspace and the applicability of general flight rules to the airspace overlying the waters between 3 and 12 nautical miles from the coast of the United States.

Guidelines for Reviewing Terminal Airspace

The guidelines for reviewing terminal airspace are based on changes that affect existing control zones and transition areas in FAA Order 7400.2C, Procedures for Handling Airspace Matters. The changes consist of the revised criteria to be used for the reviews, but are considered independent of the Airspace Reclassification final rule. Because the revised criteria will affect airspace areas before the

implementation of the Airspace Reclassification final rule, the criteria use the existing terminology when referring to these airspace areas. However, the FAA's proposed changes affect existing airspace designations and the parallel airspace designations that become effective on September 16, 1993.

A copy of FAA Order 7400.2C can be found in Docket Number 26852 or obtained through the Document Inspection Facility, APA-220, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, (202) 267-3484.

Revisions to Criteria. The revised criteria in FAA Order 7400.2C include the following elements: (1) Converting the lateral unit of measurement for control zones and transition areas from statute miles to nautical miles; (2) conforming existing control zones associated with TCAs or ARSAs to be congruent with the lateral dimensions of the surface areas of existing TCAs or ARSAs; (3) redesignating control zones to contain intended operations under IFR; (4) redesignating the vertical limit of control zones for airports with operating control towers to extend upward from the surface of the earth to a specified altitude; (5) redesignating the vertical limit of control zones for airports without operating control towers to extend upward from the surface of the earth to an overlying or adjacent controlled airspace (e.g., a transition area); (6) establishing a policy to exclude satellite airports from control zones to the extent practicable and consistent with instrument procedures and safety; and (7) replacing control zone departure extensions with transition areas.

The conversion of the lateral unit of measurement for airspace dimensions from statute miles to nautical miles requires additional modifications to the revised criteria. The current rounding method for establishing the size of control zones and transition areas converts any fractional part of a mile to the next higher 0.5 statute mile increment. For example, 5.2 statute miles would be rounded up to 5.5 statute miles. If this system for rounding is retained after the conversion from statute miles to nautical miles, airspace dimensions would be increased by as much as 15 percent. To prevent any significant increase of airspace dimensions, the revised criteria would convert any fractional part of a nautical mile to the next higher 0.1 nautical mile increment. For example, 3.62 nautical miles would be rounded up to 3.7 nautical miles.

The FAA has decided that control zones for airports without operating control towers should be designated from the surface to the overlying or adjacent controlled airspace, which is a transition area. On September 16, 1993, transition areas and control zones for airports without operating control towers will be redesignated as Class E airspace areas and will include the same operating requirements. Under the Airspace Reclassification final rule, the current requirements for operations in control zones would apply to operations within the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace areas designated for an airport. Therefore, these current rules for operations in control zones would apply to operations in the Class E airspace areas that extend upward from the surface to the overlying or adjacent airspace, but they would not apply to operations in the Class E airspace areas that extend upward from other than the surface.

Exclusion of Satellite Airports. The FAA proposes to exclude satellite airports from control zones to the extent practicable and consistent with

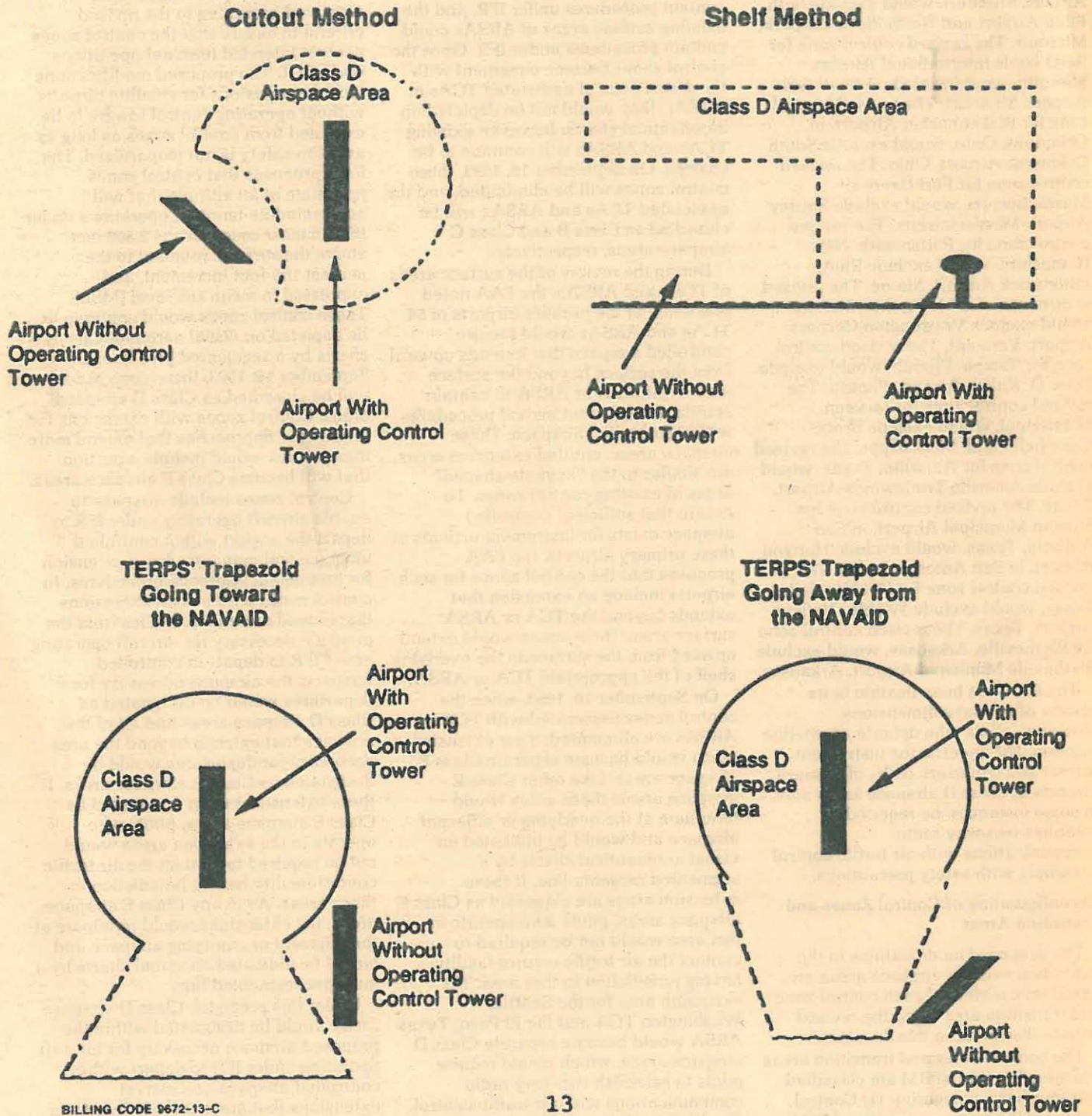
instrument procedures and safety. On September 16, 1993, control zones for airports with operating control towers and airport traffic areas that are not associated with the primary airport of a TCA or an ARSA will be designated as Class D airspace areas. Unlike aircraft operating in control zones, aircraft operating in Class D airspace areas will be required to establish two-way radio communications with air traffic control. However, aircraft operating in Class E airspace areas will not be required to establish two-way radio communications with air traffic control.

In the FAA's review of these control zones, consideration was given to the necessary size of the area and exclusion of satellite airports to the maximum extent practicable and consistent with safety. For example, a satellite airport without an operating control tower might have an airspace area (which will become a Class E airspace area) carved out of the existing control zone (which will become a Class D airspace area), or an airspace area (which will become a Class E airspace area) that could be placed under a shelf of a control zone (which will become a Class D airspace

area). (See figure 1.) In another example, the portions of an existing control zone that extend beyond the existing limits of an airport traffic area (extension used for instrument approaches) may be designated by using only the airspace necessary under the terminal instrument procedures (TERPs) criteria. (See Figure 1.) When a satellite airport is excluded, a pilot who is operating an aircraft in the immediate vicinity of that satellite airport and who does not otherwise penetrate airspace in which two-way radio communications are required will be free to communicate on the common traffic advisory frequency (CTAF) of that satellite airport. The proposed revisions to the control zones specified below would exclude certain satellite airports that are not excluded in the current regulations. The provision in the revised criteria for satellite airports to be excluded from control zones to the extent practicable and consistent with instrument procedures and safety would also be used in future rulemaking actions.

BILLING CODE 9672-13-M

Figure 1. Examples of Satellite Airports Excluded from Class D Airspace Areas.



BILLING CODE 9672-13-C

The revised control zone for Fort Riley, Kansas, would exclude Freeman Field, in Junction City, Kansas, and the revised control zone for Johnson County Industrial Airport, in Olathe, Kansas, would exclude Gardner Municipal Airport, Kansas. The revised control zone for Kansas City International Airport, Missouri, would exclude both Elton Airport and North Platte Airpark, Missouri. The revised control zone for Saint Louis International Airport, Missouri, would exclude Arrowhead Airport, Missouri. The revised control zone for Rickenbacker Airport, in Columbus, Ohio, would exclude South Columbus Airport, Ohio. The revised control zone for Fort Devens, Massachusetts, would exclude Shirley Airport, Massachusetts. The revised control zone for Portsmouth, New Hampshire, would exclude Eliot/Littlebrook Airport, Maine. The revised control zone for Montpelier, Vermont, would exclude Washington Carriers Airport, Vermont. The revised control zone for Tampa, Florida, would exclude Peter O. Knight Airport, Florida. The revised control zone for Jackson, Mississippi, would exclude Bruce Campbell Field, Mississippi. The revised control zone for Amarillo, Texas, would exclude Amarillo Tradewinds Airport, Texas. The revised control zone for Stinson Municipal Airport, in San Antonio, Texas, would exclude Horizon Airport, in San Antonio, Texas. The revised control zone for Wichita Falls, Texas, would exclude Wichita Valley Airport, Texas. The revised control zone for Blytheville, Arkansas, would exclude Blytheville Municipal Airport, Arkansas.

The FAA has been flexible in its review of airspace dimensions. However, pilots who operate at satellite airports that underlie the instrument arrival and departure paths of primary airports in Class D airspace areas may, in some instances, be required to establish two-way radio communications with air traffic control to comply with safety precautions.

Reconfiguration of Control Zones and Transition Areas

The proposed modifications to the individual existing airspace areas are based on a review of each control zone and transition area using the revised criteria discussed in this document.

The control zones and transition areas addressed in this NPRM are classified into four basic categories: (1) Control zones for the primary airports of TCAs or ARSAs; (2) control zones for airports with operating control towers not associated with the primary airports of TCAs or ARSAs; (3) control zones for

airports without operating control towers; and (4) transition areas.

The dimensions of control zones for the primary airports of TCAs or ARSAs are proposed to become congruent with the lateral and vertical dimensions of the TCAs or ARSAs. The existing surface areas of TCAs are designed to contain procedures under IFR, and the existing surface areas of ARSAs could contain procedures under IFR. Once the control zones become congruent with the dimensions of associated TCAs or ARSAs, they would not be depicted on aeronautical charts; however, existing TCAs and ARSAs will continue to be charted. On September 16, 1993, these control zones will be eliminated, and the associated TCAs and ARSAs will be classified as Class B and Class C airspace areas, respectively.

During the review of the surface areas of TCAs and ARSAs, the FAA noted that some of the primary airports of 54 TCAs and ARSAs would require controlled airspace that extends upward from the surface beyond the surface area of the TCA or ARSA to contain standard instrument arrival procedures within controlled airspace. These airspace areas, entitled extension areas, are similar to the "keyhole-shaped" areas of existing control zones. To ensure that sufficient controlled airspace exists for instrument arrivals at these primary airports, the FAA proposes that the control zones for such airports include an extension that extends beyond the TCA or ARSA surface area. These areas would extend upward from the surface to the overlying shelf of the appropriate TCA or ARSA.

On September 16, 1993, when the control zones associated with TCAs or ARSAs are eliminated, most extension areas would become separate Class E airspace areas. Like other Class E airspace areas, these areas would terminate at the overlying or adjacent airspace and would be indicated on visual aeronautical charts by a segmented magenta line. If these extension areas are classified as Class E airspace areas, pilots who operate in this area would not be required to contact the air traffic control facility having jurisdiction in that area. The extension area for the Seattle, Washington TCA and the El Paso, Texas ARSA would become separate Class D airspace areas, which would require pilots to establish two-way radio communications with air traffic control. The FAA is of the opinion that the proximity of the surface area of the TCA and ARSA to a runway threshold would require pilots who operate under VFR in the extension area to establish two-way

radio communication with the air traffic control facility having jurisdiction in that area. These extension areas would be indicated on visual aeronautical charts by a segmented blue line.

Control zones for airports with operating control towers not associated with TCAs or ARSAs have been reviewed according to the revised criteria to ensure that the control zones contain intended terminal operations under IFR. The proposed modifications include provisions for satellite airports without operating control towers to be excluded from control zones as long as aviation safety is not jeopardized. The FAA proposes that control zones terminate at an altitude that will accommodate terminal operations under IFR. In most cases, this is 2,500 feet above the surface, rounded to the nearest 100-foot increment, and expressed in mean sea level (MSL). These control zones would continue to be depicted on visual aeronautical charts by a segmented blue line. On September 16, 1993, these control zones will be classified as Class D airspace areas. Control zones with extensions for instrument approaches that extend more than 2 miles would include a portion that will become Class E airspace areas.

Control zones include airspace to enable aircraft operating under IFR to depart the airport within controlled airspace and may include an extension for instrument approach procedures. In control zones with arrival extensions that extend more than 2 miles from the airspace necessary for aircraft operating under IFR to depart in controlled airspace, the airspace necessary for departures would be designated as Class D airspace areas and all of the airspace that extends beyond the area necessary for departures would be designated as Class E airspace areas. If these extensions were designated as Class E airspace areas, pilots who operate in the extension areas would not be required to contact the air traffic control facility having jurisdiction in those areas. As in any Class E airspace areas, the extensions would terminate at the adjacent or overlying airspace and would be indicated on visual charts by a magenta segmented line.

Under this proposal, Class D airspace areas would be designated within the proposed airspace necessary for aircraft operating under IFR to depart within controlled airspace and arrival extensions that are 2 miles or less from the airspace necessary for departures. When two-way radio communications between pilots and air traffic control are necessary for safety purposes in extensions that are more than 2 miles

from airspace necessary for departures, the FAA would propose to establish Class D airspace areas under individual rulemaking actions.

Control zones for airports without operating control towers have been reviewed under the revised criteria to ensure that the control zones contain intended operations under IFR. The control zones would extend upward from the surface and terminate at the overlying or adjacent controlled airspace. These control zones would be indicated on visual aeronautical charts by a segmented magenta line. On September 16, 1993, these control zones will be classified as Class E airspace areas that extend upward from the surface.

Approximately 66 percent of the total of 691 control zones for airports not associated with TCAs or ARSAs addressed in this NPRM would either retain their current lateral dimensions or be reduced. The breakdown of these proposed modifications is as follows: (1) 18 percent would retain current dimensions; (2) 46 percent would be reduced by 1 mile or less; (3) 2 percent would be reduced by more than 1 mile; (4) 26 percent would be expanded by 1 mile or less; and (5) 7 percent would be expanded by more than 1 mile. (The percentages have been rounded.)

Of these 691 control zones, 464 will become Class D airspace areas and 227 will become Class E airspace areas. Under this review, approximately 41 percent of the Class D airspace areas and 63 percent of the Class E airspace areas would be reduced in lateral dimensions. Approximately 18 percent of the Class D airspace areas and 19 percent of the Class E airspace areas would retain the same lateral dimensions as the current control zones. Approximately 41 percent of the Class D airspace areas and 17 percent of the Class E airspace areas would be expanded in lateral dimensions.

Most of those lateral expansions would be 1 mile or less. For example, in the control zones that will become Class D airspace areas, 10 percent of the total 464 areas would increase by more than 1 mile; 31 percent of the total would increase by 1 mile or less. Of the total 227 control zones that will become Class E airspace areas, 2 percent would increase by more than 1 mile, and 15 percent would increase by 1 mile or less.

Similarly, most of the reductions in lateral dimensions also would be 1 mile or less. Of the total number of control zones that will become Class D airspace areas, 38 percent would be reduced by 1 mile or less, and 2 percent would be reduced by more than 1 mile. Of the total number of control zones that will

become Class E airspace areas, 62 percent would be reduced by 1 mile or less, and 2 percent would be reduced by more than 1 mile.

Transition areas have been reviewed under the revised criteria to ensure that the transition areas contain intended operations under IFR (e.g., provisions for rising terrain). On September 16, 1993, these transition areas will be classified as Class E airspace areas that extend upward from other than the surface.

The Proposal

This NPRM proposes to modify the control zones and transition areas described in FAA Order 7400.7, effective November 1, 1991, which is incorporated by reference in 14 CFR 71.1. This NPRM also proposes to modify the parallel Class D and Class E airspace descriptions in FAA Order 7400.9, effective September 16, 1993, which is also incorporated by reference in 14 CFR 71.1. When the Airspace Reclassification final rule becomes effective on September 16, 1993, each airspace description in § 171 of FAA Order 7400.7 will be changed as follows: (1) Deleted, if a control zone is associated with a TCA or an ARSA; (2) redesignated as a Class D airspace area, if a control zone is at an airport with an operating tower that is not associated with a TCA or an ARSA; or (3) redesignated as a Class E airspace area that extends upward from the surface, if a control zone is at an airport without an operating control tower. On the same date, each airspace description in § 181 of FAA Order 7400.7 will be redesignated as a Class E airspace area that extends upward from other than the surface. These proposals are based on a review of each control zone and transition area using the revised criteria discussed in this document. Because of the volume of airspace descriptions in the proposed reconfiguration, the proposed revisions are based on the airspace descriptions set forth as of April 30, 1991 in FAA Order 7400.7, effective November 1, 1991 and FAA Order 7400.9.

The FAA also proposes to change the names of the airspace areas listed below. These revised names are used when discussing the proposed modification to the airspace area.

The names of the following control zones and Class D or Class E airspace areas contained in FAA Order 7400.9 are proposed to be changed: Point Barrow, Alaska, to be revised as Barrow, Barrow/Wiley Post-Will Rogers Memorial Airport, Alaska; Chesterfield, Spirit of Saint Louis, Missouri, to be revised as Saint Louis, Spirit of Saint Louis Airport, Missouri; Grandview,

Missouri, to be revised as Kansas City, Richards-Gebaur Airport, Missouri; Vichy, Missouri, to be revised as Rolla/Vichy, Rolla National Airport, Missouri; Harrisburg, Pennsylvania, to be revised as Harrisburg, Capital City Airport, Pennsylvania; Middletown, Pennsylvania, to be revised as Harrisburg, Harrisburg International Airport, Pennsylvania; Weyers Cave, Virginia, to be revised as Staunton, Virginia; East Saint Louis Illinois, Illinois, to be revised as Cahokia, Saint Louis Downtown Parks Airport, Illinois; Aurora, Illinois, to be revised as Chicago, Aurora Municipal Airport, Illinois; Waukegan, Illinois, to be revised as Chicago, Waukegan Regional Airport, Illinois; Saint Charles, Illinois, to be revised as West Chicago, DuPage Airport, Illinois; Houghton, Michigan, to be revised as Hancock, Houghton County Memorial Airport, Michigan; Woodruff, Wisconsin, to be revised as Minocqua-Woodruff, Noble F. Lee Memorial Airport, Wisconsin; Westover, Massachusetts, to be revised as Chicopee Falls, Massachusetts; Greenwood Village, Arapahoe County Airport, Colorado, to be revised as Denver, Centennial Airport, Colorado; Grant County, Washington, to be revised as Moses Lake, Washington; Tacoma, Industrial Airport, Washington to be revised as Tacoma, Narrows Airport, Washington; Eglin AF Aux No. 9 Hurlburt Field, Florida, to be revised as Eglin Hurlburt Field, Florida; Palm Beach, Florida, to be revised as West Palm Beach, Florida; Albany, Dougherty County Airport, Georgia, to be revised as Albany, Southwest Georgia Regional Airport, Georgia; Chamblee, Georgia, to be revised as Atlanta Dekalb-Peachtree Airport, Georgia; Myrtle Beach, South Carolina, to be revised as North Myrtle Beach, South Carolina; Artesia, Mississippi to be revised as Columbus, Golden Triangle, Mississippi; Lake Tahoe, California, to be revised as South Lake Tahoe, California; Palomar, California, to be revised as Carlsbad, McClellan-Palomar Airport, California; Vandenberg Air Force Base, California, to be revised as Lompoc, Vandenberg Air Force Base, California; Sacramento, Municipal Airport, California, to be revised as Sacramento, Executive Airport, California; Merced, Municipal Airport, California, to be revised as Merced, Macready Field, California; Naval Air Station Barbers Point, Hawaii, to be revised as Barbers Point Naval Air Station, Hawaii; and Kapalua, Hawaii, to be revised as Kapalua, West Maui Airport, Hawaii.

The names of the following transition areas and Class E airspace areas

contained in FAA Order 7400.9 are proposed to be changed: Dutch Harbor, Alaska, to be revised as Unalaska, Alaska; Point Barrow, Alaska, to be revised as Barrow, Barrow/Wiley Post-Will Rogers Memorial Airport, Alaska; Arkansas City/Winfield, Strother Field, Kansas, to be revised as Winfield/Arkansas City, Kansas; Grandview, Missouri, to be revised as Kansas City, Richards-Gebaur Airport, Missouri; Kansas City, Missouri to be revised as Kansas City International Airport, Missouri; Vichy, Missouri, to be revised as Rolla/Vichy, Rolla National Airport, Missouri; Rolla, Missouri, to be revised as Rolla Downtown Airport, Missouri; Millard, Nebraska, to be revised as Omaha, Millard Airport, Nebraska; Great Bend, New York, to be revised as Fort Drum, New York; Weyers Cave, Virginia, to be revised as Staunton, Virginia; East Saint Louis Illinois, Illinois, to be revised as Cahokia, Saint Louis Downtown Parks Airport, Illinois; Zionsville, Indiana, to be revised as Indianapolis, Terry Airport, Indiana; McCordsville, Indiana, to be revised as Indianapolis, Brookside Airport, Indiana; Sault Sainte Marie, Municipal/Sanderson Field, Michigan, to be revised as Sault Sainte Marie, Sanderson Field, Michigan; Houghton, Michigan, to be revised as Hancock, Houghton County Memorial Airport, Michigan; Anoka, Minnesota, to be revised as Ramsey, Gateway North Industrial Airpark, Minnesota; Albany, Ohio, to be revised as Athens-Albany, Ohio University Airport, Ohio; Dayton Montgomery County, Ohio, to be revised as Dayton, General Airport South, Ohio; North Lima, Ohio, to be revised as Youngstown Elser Metro Airport, Ohio; Xenia, Ohio, to be revised as Dayton, Green County Airport, Ohio; Fort McCoy, Wisconsin, to be revised as Sparta, Fort McCoy Airport, Wisconsin; Woodruff, Wisconsin, to be revised as Minocqua-Woodruff, Noble F. Lee Memorial Field Airport, Wisconsin; Greenwood Village, Colorado, to be revised as Denver, Centennial Airport, Colorado; Cape Hatteras, North Carolina, to be revised as Hatteras, North Carolina; Laurinburg, North Carolina, to be revised as Maxton, Maxton-Laurinburg Airport, North Carolina; Palm Beach, Florida, to be revised as West Palm Beach, Florida; Cincinnati, Ohio, to be revised as Covington, Kentucky; Winnsboro, Texas, to be revised as Mount Pleasant, Texas.

Control Zones for the Primary Airport of a TCA or an ARSA

Proposed Reconfiguration of Airspace Areas for the Primary Airport of a TCA

The FAA proposes to modify the control zones contained in § 171 of FAA Order 7400.7 for the following airports to be congruent with the associated TCA. These control zones include those for the primary airport of the TCA and other airports within the TCA's surface area. The lateral limits of the control zones are proposed to meet the lateral limits of the surface areas of the TCA and the vertical limits are proposed to meet the vertical limits of the TCA. On September 16, 1993, the effective date of the Airspace Reclassification final rule, these control zones will no longer exist.

Name	State
FAA Region: Central	
Kansas City, Kansas City International.....	MO
Saint Louis, Saint Louis International Airport.	MO
FAA Region: Eastern	
Washington, National Airport and Andrews Air Force Base.	DC
Baltimore, Baltimore Washington International Airport.	MD
Newark.....	NJ
New York, John F. Kennedy International Airport and LaGuardia Airport.	NY
Philadelphia.....	PA
Pittsburgh, Pittsburgh International Airport.	PA
Chantilly, Washington Dulles International Airport.	VA
FAA Region: Great Lakes	
Chicago, O'Hare International Airport.....	IL
Detroit, Detroit Metropolitan Wayne County Airport.	MI
Minneapolis, Minneapolis-St. Paul International Airport.	MN
Cleveland, Cleveland-Hopkins International Airport.	OH
FAA Region: New England	
Boston.....	MA
FAA Region: Northwest Mountain	
Denver, Stapleton International Airport.....	CO
Salt Lake City.....	UT
FAA Region: Southern	
Miami, Miami International Airport.....	FL
Orlando, Orlando International Airport.....	FL
Tampa, Tampa International Airport.....	FL
Atlanta, Hartsfield International Airport.....	GA
Charlotte.....	NC
Memphis, Memphis International Airport.....	TN
FAA Region: Southwest	
New Orleans, New Orleans International Airport.	LA
Dallas, Dallas-Forth Worth International Airport and Love Field.	TX
Houston, Houston International Airport.....	TX
FAA Region: Western-Pacific	
Phoenix, Sky Harbor International Airport.	AZ
Los Angeles, Los Angeles International Airport.	CA
San Diego, San Diego International/Lindberg Field.	CA
San Francisco, San Francisco International Airport.	CA
Honolulu, Honolulu International Airport.....	HI
Las Vegas, McCarran International Airport and Nellis Air Force Base.	NV

The FAA proposes to modify the control zone for the Seattle-Tacoma International Airport, Washington, contained in § 171 of FAA Order 7400.7, to be within a 4-mile radius of the Seattle VORTAC. This proposed control zone would extend beyond the surface area of the Seattle TCA. The FAA believes that the proposed control zone is necessary for aircraft that operate under VFR over the Puget Sound and near the surface area of the Seattle TCA. At one point, the surface area of the Seattle TCA terminates at less than 1 nautical mile from the airport.

Proposed Reconfiguration of Airspace Areas for the Primary Airport of an ARSA

The FAA proposes to modify the control zones contained in § 171 of FAA Order 7400.7 for the airports listed below to be congruent with the associated ARSA. The lateral limits of the control zones are proposed to meet the lateral limits of the surface areas of the ARSA and the vertical limits are proposed to meet the vertical limits of the ARSA. On September 16, 1993, the effective date of the Airspace Reclassification final rule, these control zones will no longer exist.

Name	State
FAA Region: Alaskan	
Anchorage, Anchorage International Airport.	AK
FAA Region: Central	
Cedar Rapids.....	IA
Des Moines.....	IA
Wichita, Mid-Continent Airport.....	KS
Lincoln.....	NE
Offut Air Force Base.....	NE
Omaha, Eppley Airfield.....	NE
FAA Region: Eastern	
Atlantic City, Atlantic City International Airport.	NJ
Albany.....	NY
Buffalo.....	NY
Islip.....	NY
Rochester, Rochester International Airport.	NY
Syracuse.....	NY
Allentown.....	PA
Norfolk, Norfolk International Airport.....	VA
Richmond.....	VA
Roanoke.....	VA
Charleston.....	WV
FAA Region: Great Lakes	
Champaign-Urbana, University of Illinois-Willard Airport.	IL
Chicago, Midway Airport.....	IL
Moline.....	IL
Peoria, Greater Peoria Regional Airport.....	IL
Springfield.....	IL
Evansville, Evansville Regional Airport.....	IN
Fort Wayne.....	IN
Indianapolis, Indianapolis International Airport.	IN
South Bend, Michigan Regional Airport.....	IN
Flint.....	MI
Grand Rapids.....	MI
Lansing.....	MI
Akron, Akron-Canton Regional Airport.....	OH

Name	State
Columbus, Port Columbus International Airport	OH
Dayton, James Cox-Dayton International Airport	OH
Toledo	OH
Green Bay, Austin Straubel International Airport	WI
Madison	WI
Milwaukee, General Mitchell International Airport	WI
FAA Region: New England	
Windsor Locks, Bradley International Airport	CT
Portland	ME
Manchester	NH
Providence	RI
Burlington	VT
FAA Region: Northwest Mountain	
Colorado Springs, Colorado Springs Municipal Airport	CO
Boise	ID
Portland, Portland International Airport	OR
Spokane, Fairchild Air Force Base	WA
Spokane, International Airport	WA
Whidbey Island Naval Air Station	WA
FAA Region: Southern	
Birmingham	AL
Huntsville, Huntsville Carl T. Jones Field	AL
Mobile, Mobile Regional Airport	AL
Daytona Beach	FL
Fort Lauderdale, Fort Lauderdale-Hollywood International Airport	FL
Fort Myers, Southwest Florida Regional Airport	FL
Jacksonville, Jacksonville International Airport	FL
Milton Naval Air Station Whiting Field	FL
Palm Beach	FL
Pensacola Naval Air Station	FL
Pensacola, Pensacola Regional Airport	FL
Sarasota	FL
Tallahassee, Tallahassee Regional Airport	FL
Columbus, Metropolitan Airport	GA
Savannah, Savannah International Airport	GA
Covington, Cincinnati-Northern Kentucky International Airport	KY
Lexington	KY
Louisville, Staniford Field	KY
Columbus, Air Force Base	MS
Jackson, Jackson International Airport	MS
Fayetteville	NC
Fort Bragg-Pope Air Force Base	NC
Greensboro, Greensboro-Piedmont Triad International Airport	NC
Raleigh, Raleigh-Durham International Airport	NC
San Juan, San Juan International Airport	PR
Charleston	SC
Columbia	SC
Greer	SC
Shaw Air Force Base	SC
Chattanooga	TN
Knoxville	TN
Nashville, Nashville International Airport	TN
FAA Region: Southwest	
Little Rock, Adams Field	AR
Baton Rouge	LA
Lafayette	LA
Shreveport, Barksdale Air Force Base	LA
Shreveport, Shreveport Regional Airport	LA
Albuquerque	NM
Oklahoma City, Tinker Air Force Base	OK
Oklahoma City, Will Rogers World Airport	OK
Tulsa, Tulsa International Airport	OK
Abilene, Abilene Regional Airport	TX
Abilene, Dyess Air Force Base	TX
Amarillo	TX
Austin, Robert Mueller Municipal Airport	TX

Name	State
Corpus Christi, Corpus Christi International Airport	TX
Del Rio, Laughlin Air Force Base	TX
El Paso	TX
Harlingen	TX
Houston, William P. Hobby Airport	TX
Lubbock, Lubbock International Airport	TX
Midland	TX
San Antonio, San Antonio International Airport	TX
FAA Region: Western-Pacific	
Tucson, Davis-Monthan Air Force Base	AZ
Tucson, Tucson International Airport	AZ
Burbank-Glendale-Pasadena	CA
El Toro	CA
Fresno	CA
Marysville, Beale Air Force Base	CA
Merced, Castle Air Force Base	CA
Monterey	CA
Oakland	CA
Ontario	CA
Riverside, March Air Force Base	CA
Sacramento, Mather Air Force Base	CA
Sacramento, McClellan Air Force Base	CA
Sacramento, Metropolitan Airport	CA
San Bernardino, Norton Air Force Base	CA
San Jose, San Jose International Airport	CA
Santa Ana, John Wayne Airport/Orange County	CA
Santa Barbara	CA
Kahului	HI
Reno, Cannon International Airport	NV

Proposed Extensions of Airspace Areas

The FAA proposes that the revised control zones for the following airports include an area that extends upward from the surface beyond the surface area of the TCA or ARSA. In addition, the FAA proposes to amend Subpart E of FAA Order 7400.9, effective September 16, 1993, by establishing the areas listed below that extend beyond the surface area of the TCAs or ARSAs as separate Class E airspace areas. Like other Class E airspace areas, these areas would terminate at the overlying or adjacent airspace and would be indicated on visual aeronautical charts by a segmented magenta line.

Name	State
FAA Region: Alaskan	
Anchorage, Anchorage International Airport	AK
FAA Region: Eastern	
Atlantic City, Atlantic City International Airport	NJ
FAA Region: Great Lakes	
Champaign-Urbana, University of Illinois-Willard Airport	IL
Fort Wayne	ID
Toledo	OH
Madison	WI
FAA Region: New England	
Windsor Locks, Bradley International Airport	CT
Providence	RI
Burlington	VT
FAA Region: Northwest Mountain	
Colorado Springs, Colorado Springs Municipal Airport	CO
Boise	ID
Portland, Portland International Airport	OR

Name	State
Spokane, Fairchild Air Force Base	WA
FAA Region: Southern	
Birmingham	AL
Huntsville, Huntsville-Carl T. Jones Field	AL
Fort Lauderdale, Fort Lauderdale-Hollywood International Airport	FL
Palm Beach	FL
Sarasota	FL
Tallahassee, Tallahassee International Airport	FL
Fayetteville	NC
Greensboro, Greensboro-Piedmont Triad International Airport	NC
Raleigh, Raleigh-Durham International Airport	NC
Nashville, Nashville International Airport	TN
FAA Region: Southwest	
Little Rock, Adams Field	AR
Baton Rouge	LA
Albuquerque	NM
Abilene, Abilene Regional Airport	TX
Abilene, Dyess Air Force Base	TX
Corpus Christi, Corpus Christi International Airport	TX
Del Rio, Laughlin Air Force Base	TX
El Paso	TX
Harlingen	TX
San Antonio, San Antonio International Airport	TX
FAA Region: Western-Pacific	
Tucson, Davis-Monthan Air Force Base	AZ
Tucson, Tucson International Airport	AZ
Burbank-Glendale-Pasadena	CA
Fresno	CA
Marysville, Beale Air Force Base	CA
Merced, Castle Air Force Base	CA
Monterey	CA
Ontario	CA
Riverside, March Air Force Base	CA
Sacramento, Mather Air Force Base	CA
Sacramento, Metropolitan Airport	CA
San Bernardino, Norton Air Force Base	CA
San Diego, San Diego International/Lindbergh Field and Miramer Naval Air Station	CA
San Francisco, San Francisco International Airport	CA
San Jose, San Jose International Airport	CA
Santa Barbara	CA
Honolulu, Honolulu International Airport	HI
Kahului	HI
Reno, Cannon International Airport	NV

The FAA proposes that the revised control zone for the El Paso, Texas ARSA include an area that extends upward from the surface beyond the surface area of the ARSA. In addition, the FAA propose to amend Subpart D of FAA Order 7400.9, effective September 16, 1993, by establishing the area that extends beyond the surface area of the El Paso ARSA, and the portion of the Seattle, Washington control zone that extends beyond the surface area of the Seattle TCA as separate Class D airspace areas. The Class D airspace for Seattle would extend upward from the surface to, but not including, 2,000 feet MSL; the Class D airspace area for El Paso would extend upward from the surface to, but not including 5,200 feet MSL.

Unlike the proposed extension of airspace areas discussed below, these

extension areas would require aircraft operating under VFR to communicate with the air traffic control facility having jurisdiction over that area. The FAA is of the opinion that the proposed Class D airspace areas are necessary for aircraft that operate under VFR. At one point, the surface area of the Seattle TCA terminates at less than 1 nautical mile from the Seattle airport and Biggs Army Air Field is approximately 1 nautical mile from the El Paso ARSA surface area. The FAA is of the opinion that the proposed Class D airspace areas would be less restrictive than revising the surface areas of the Seattle TCA or the El Paso ARSA.

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

The FAA proposes to modify the following control zones contained in § 171 of FAA Order 7400.7 according to the revised criteria addressed in this NPRM. The proposed lateral limits of the control zones are measured in nautical miles and the proposed vertical limits are designated at a specific altitude above the surface expressed in MSL. The FAA also proposed to amend the parallel airspace descriptions of Class D airspace areas in subpart D of FAA Order 7400.9, which becomes effective September 16, 1993.

Proposed Reconfiguration of Airspace Areas by Converting the Current Radius to Nautical Miles and Establishing the Vertical Limit at 2,500 Feet Above the Surface

Name	State
FAA Region: Alaskan	
Shemya.....	AK
FAA Region: Central	
Joplin.....	MO
Grand Island.....	NE
FAA Region: Eastern	
Baltimore, Glenn Martin Airport.....	MD
Johnstown.....	PA
Latrobe.....	PA
Newport News.....	VA
Norfolk, Naval Air Station.....	VA
FAA Region: Great Lakes	
Elkhart.....	IN
Mount Clemens.....	MI
Bismarck.....	ND
Rapid City, Regional Airport.....	SD
FAA Region: New England	
Falmouth.....	MA
Westfield.....	MA
Brunswick.....	ME
North Kingstown.....	RI
FAA Region: Northwest Mountain	
Aspen.....	CO
Fort Carson.....	CO
Coeur d'Alene.....	ID
Twin Falls.....	ID
Great Falls, International Airport.....	MT
Odgen, Hill Air Force Base.....	UT
Odgen, Odgen-Hinkley Airport.....	UT

Name	State
Fort Lewis.....	WA
Pasco.....	WA
Walla Walla.....	WA
Casper.....	WY
Gillette.....	WY
FAA Region: Southern	
Tuscaloosa.....	AL
Melbourne.....	FL
Sanford.....	FL
Augusta.....	GA
North.....	SC
Tri-City.....	TN
FAA Region: Southwest	
Lawton.....	OK
Oklahoma City, Wiley Post Airport.....	OK
Brownsville.....	TX
Corpus Christi Naval Air Station.....	TX
Dallas, Naval Air Station.....	TX
Kingsville.....	TX
Larado.....	TX
FAA Region: Western-Pacific	
Flagstaff.....	AZ
Fort Huachuca.....	AZ
Grand Canyon.....	AZ
Phoenix, Luke Air Force Base.....	AZ
Scottsdale.....	AZ
Yuma.....	AZ
Camarillo.....	CA
Concord.....	CA
Edwards Air Force Base.....	CA
El Centro Naval Air Facility.....	CA
Fairfield, Travis Air Force Base.....	CA
Fort Ord, Fritzsche Army Air Field.....	CA
Imperial Beach.....	CA
LeMoore Naval Air Station.....	CA
Lompoc, Vandenberg Air Force Base.....	CA
Long Beach.....	CA
Los Alamitos Army Air Field.....	CA
Oxnard/Ventura.....	CA
Palm Springs.....	CA
Palmdale.....	CA
Point Mugu Naval Air Station.....	CA
Redding.....	CA
Sacramento, Executive Airport.....	CA
San Diego, Brown Field.....	CA
San Luis Obispo.....	CA
San Nicolas Island.....	CA
Santa Maria.....	CA
Santa Rosa.....	CA
South Lake Tahoe.....	CA
Stockton.....	CA
Torrance.....	CA
Twentynine Palms Expeditionary Air Field.....	CA
Van Nuys.....	CA
Barbers Point Naval Air Station.....	HI
Hilo International Airport, General Lyman Field.....	HI
Honolulu, Wheeler Air Force Base.....	HI
Kailua-Kona.....	HI
Kaneohe Marine Corp Air Station.....	HI
Molokai.....	HI
Pohakuloa, Bradshaw Air Force Base.....	HI
Kwajalein Island.....	MQ
Proposed Reconfiguration of Airspace Areas by Reducing the Radius by 1 Mile or Less and Establishing the Vertical Limit at 2,500 Feet Above the Surface	
FAA Region: Alaskan	
Bethel.....	AK
FAA Region: Central	
Dubuque.....	IA
Sioux City.....	IA
Waterloo.....	IA
Fort Leavenworth.....	KS
Fort Riley.....	KS
Hutchinson.....	KS
Manhattan.....	KS
Olathe, Johnson County Industrial Air- port.....	KS

Name	State
Olathe, Johnson County Executive Air- port.....	KS
Topeka, Phillip Billard Airport.....	KS
Cape Girardeau.....	MO
Columbia.....	MO
Fort Leonard Wood.....	MO
Jefferson City.....	MO
Kansas City, Richards-Gebaur Airport.....	MO
Kansas City, Downtown Airport.....	MO
Saint Joseph.....	MO
Saint Louis, Spirit of Saint Louis Air- port.....	MO
Springfield.....	MO
FAA Region: Eastern	
Wilmington.....	DE
Hagerstown.....	MD
Caldwell.....	NJ
Lakehurst.....	NJ
Morristown.....	NJ
Teterboro.....	NJ
Trenton.....	NJ
Binghamton.....	NY
Elmira.....	NY
Farmingdale.....	NY
Ithaca.....	NY
Poughkeepsie.....	NY
Utica.....	NY
White Plains.....	NY
Beaver Falls.....	PA
Erie.....	PA
Harrisburg, International Airport.....	PA
Lancaster.....	PA
North Philadelphia.....	PA
Pittsburgh, Allegheny Airport.....	PA
Reading.....	PA
Williamsport.....	PA
Charlottesville.....	VA
Lynchburg.....	VA
Quantico.....	VA
Clarksburg.....	WV
Lewisburg.....	WV
Martinsburg.....	WV
Morgantown.....	WV
Parkersburg.....	WV
Wheeling.....	WV
FAA Region: Great Lakes	
Alton.....	IL
Belleville.....	IL
Cahokia, Saint Louis Downtown Parks Airport.....	IL
Carbondale.....	IL
Chicago, Aurora Municipal Airport.....	IL
Chicago, Waukegan Regional Airport.....	IL
Glenview.....	IL
Marion.....	IL
Quincy.....	IL
Bloomington.....	IN
Columbus.....	IN
Gary.....	IN
Lafayette, Purdue University Airport.....	IN
Detroit, Detroit City Airport.....	MI
Jackson.....	MI
Kalamazoo/Battle Creek International Airport.....	MI
Muskegon.....	MI
Pontiac.....	MI
Duluth, Duluth International Airport.....	MN
Minneapolis, Crystal Airport.....	MN
Minneapolis, Flying Cloud Airport.....	MN
Rochester.....	MN
Saint Paul.....	MN
Grand Forks, Grand Forks International Airport.....	ND
Minot, Minot International Airport.....	ND
Cincinnati, Municipal-Luken Field Air- port.....	OH
Cleveland, Burke Lakefront.....	OH
Cleveland, Cuyahoga County Airport.....	OH
Columbus, Bolton Field Airport.....	OH
Columbus, Ohio State University.....	OH
Janesville.....	WI
Waukesha.....	WI
FAA Region: New England	
Bridgeport.....	CT

Name	State	Name	State	Name	State
Danbury.....	CT	Tulsa, Richard Lloyd Jones, Jr. Airport.....	OK	Grissom Air Force Base.....	IN
Hartford.....	CT	College Station.....	TX	Muncie.....	IN
New Haven.....	CT	Dallas, Redbird Airport.....	TX	Terre Haute.....	IN
Beverly.....	MA	Fort Worth, Meacham Field.....	TX	Alpena.....	MI
Lawrence.....	MA	Houston, David Wayne Hooks Memorial	TX	Ann Arbor.....	MI
Martha's Vineyard.....	MA	Airport.....		Battle Creek, W.K. Kellogg Airport.....	MI
New Bedford.....	MA	McAllen.....	TX	Detroit, Willow Run Airport.....	MI
Worcester.....	MA	San Antonio, Stinson.....	TX	K.I. Sawyer Air Force Base.....	MI
Lebanon.....	NH	Tyler.....	TX	Saginaw, Tri-City Airport.....	MI
Nashua.....	NH	FAA Region: Western-Pacific		Traverse City.....	MI
FAA Region: Northwest Mountain		Phoenix, Goodyear.....	AZ	Grand Forks Air Force Base.....	ND
Lewiston.....	ID	Chico.....	CA	Minot Air Force Base.....	ND
Medford.....	OR	Lancaster.....	CA	Dayton, Wright Patterson Air Force	OH
Newport.....	OR	Modesto City.....	CA	Base.....	
Pendleton.....	OR	Proposed Reconfiguration of Airspace Areas by Reducing the Radius by an Amount Greater Than or Equal to 1.1 Miles and Less Than 2.1 Miles and Establishing the Vertical Limit at 2,500 Feet Above the Surface		Mansfield.....	OH
Portland, Hillsboro.....	OR	FAA Region: Alaskan		Springfield.....	OH
Portland, Troutdale.....	OR	Juneau.....	AK	Willoughby.....	OH
Salem.....	OR	Kodiak.....	AK	Youngstown, Youngstown Municipal Air-	OH
Bellingham.....	WA	FAA Region: Eastern		port.....	
Olympia.....	WA	Harrisburg, Capital City Airport.....	PA	Rapid City, Ellsworth Air Force Base.....	SD
Spokane, Felts Field.....	WA	Huntington.....	WV	Sioux Falls.....	SD
Tacoma, Narrows Airport.....	WA	FAA Region: Great Lakes		Appleton.....	WI
Yakima.....	WA	Fargo.....	ND	Camp Douglas.....	WI
FAA Region: Southern		FAA Region: Northwest Mountain		LaCrosse.....	WI
Montgomery.....	AL	Tacoma, McChord Air Force Base.....	WA	Milwaukee, Lawrence J. Timmerman	WI
Bartow.....	FL	Cheyenne.....	WY	Field.....	
Fort Lauderdale, Executive Airport.....	FL	FAA Region: Southwest		Oshkosh.....	WI
Fort Pierce.....	FL	Beaumont.....	TX	FAA Region: New England	
Gainesville.....	FL	Proposed Reconfiguration of Airspace Areas by Reducing the Radius by an Amount Greater Than or Equal to 2.1 Miles and Establishing the Vertical Limit at 2,500 Feet Above the Surface		Groton.....	CT
Jacksonville, Craig Municipal Airport.....	FL	FAA Region: Eastern		Bedford.....	MA
Jupiter.....	FL	Wilkes-Barre.....	PA	Chicopee Falls.....	MA
Key West.....	FL	FAA Region: Western-Pacific		Fort Devens.....	MA
Lakeland.....	FL	Prescott.....	AZ	Hyannis.....	MA
Mayport.....	FL	Proposed Reconfiguration of Airspace Areas by Expanding the Radius by 1 Mile or Less and Establishing the Vertical Limit at 2,500 Feet Above the Surface		Nantucket.....	MA
Miami, Opa Locka Airport.....	FL	FAA Region: Alaskan		Norwood.....	MA
Miami, Tamiami Airport.....	FL	Adak.....	AK	South Weymouth.....	MA
Naples.....	FL	Fairbanks, Eielson Air Force Base.....	AK	Bangor.....	ME
Orlando, Orlando Executive Airport.....	FL	Fairbanks, Fairbanks International Air-	AK	Portsmouth.....	NH
Pompano Beach.....	FL	port.....		FAA Region: Northwest Mountain	
Saint Petersburg, Albert-Whitted Airport.....	FL	Fairbanks, Wainwright Army Airfield.....	AK	Broomfield.....	CO
Saint Petersburg, Saint Petersburg-	FL	Galena.....	AK	Denver, Centennial Airport.....	CO
Clearwater International Airport.....	FL	Kenai.....	AK	Grand Junction.....	CO
Titusville.....	FL	King Salmon.....	AK	Pueblo.....	CO
Vero Beach.....	FL	FAA Region: Central		Pocatello.....	ID
Albany, Southwest Georgia Regional	GA	Salina.....	KS	Billings.....	MT
Airport.....		Topeka, Forbes Airfield.....	KS	Helena.....	MT
Atlanta, Fulton County Airport-Brown	GA	Wichita, McConnell Air Force Base.....	KS	Missoula.....	MT
Field.....		Knob Noster, Whiteman.....	MO	Eugene.....	OR
Atlanta, Dekalb-Peachtree Airport.....	GA	FAA Region: Eastern		Everett.....	WA
Columbus, Lawson Army Air Field.....	GA	Dover.....	DE	FAA Region: Southern	
Macon.....	GA	Aberdeen.....	MD	Dothan.....	AL
Valdosta, Regional Airport.....	GA	Patuxent River.....	MD	Fort Rucker.....	AL
Fort Knox.....	KY	Wrightstown, McGuire Air Force Base.....	NJ	Troy.....	AL
Louisville Bowman Field.....	KY	Calverton.....	NY	Cocoa Beach, Patrick Air Force Base.....	FL
Owensboro.....	KY	Newburgh.....	NY	Eglin, Air Force Auxiliary No. 3 Duke	FL
Biloxi, Kessler Air Force Base.....	MS	Niagara Falls.....	NY	Field.....	
Columbus, Golden Triangle Airport.....	MS	Plattsburg.....	NY	Eglin, Hurlburt Field.....	FL
Greenville.....	MS	Rome.....	NY	Hollywood.....	FL
Gulfport.....	MS	Wheeler Sack.....	NY	MacDill Air Force Base.....	FL
Asheville.....	NC	Fort Indiantown Gap.....	PA	Panama City.....	FL
Elizabeth City.....	NC	Willow Grove.....	PA	Atlanta Dobbins Air Force Base.....	GA
Kinston.....	NC	Chincoteague.....	VA	Fort Stewart.....	GA
MacCall Army Air Field.....	NC	Fort Belvoir.....	VA	Savannah Hunter Army Air Field.....	GA
Oak Grove.....	NC	Fort Eustis.....	VA	Valdosta Moody Air Force Base.....	GA
Simmons Army Air Field.....	NC	Hampton Roads.....	VA	Paducah, Barkley Regional Airport.....	KY
Florence.....	SC	Oceana, Naval Air Station.....	VA	Mendian Key Field.....	MS
North Myrtle Beach.....	SC	FAA Region: Great Lakes		Bogue, Marine Corps Auxiliary Landing	NC
Smyrna.....	TN	Decatur.....	IL	Field.....	
FAA Region: Southwest		Rockford.....	IL	Cherry Point Marine Corps Air Station.....	NC
Fayetteville.....	AR	Anderson.....	IN	Jacksonville, New River Marine Corps	NC
Springdale.....	AR			Air Station.....	
Texarkana.....	AR			Wilmington.....	NC
Alexandria, Esler Regional Airport.....	LA			Greenville.....	SC
Houma.....	LA			Myrtle Beach Air Force Base.....	SC
Lake Charles, Chennault Industrial Air-	LA			Memphis Naval Air Station.....	TN
park.....				FAA Region: Southwest	
Monroe.....	LA			Blytheville.....	AR
Clovis.....	NM			Fort Smith.....	AR
Hobbs.....	NM			Alexandria, England Air Force Base.....	LA
Roswell.....	NM			Fort Polk.....	LA
Santa Fe.....	NM			Lake Charles, Lake Charles Regional	LA
Ardmore.....	OK			Airport.....	

Name	State
New Iberia	LA
New Orleans, Lakefront Airport	LA
New Orleans, Naval Air Station	LA
Shreveport, Downtown Airport	LA
Alamogordo	NM
Farmington	NM
Altus	OK
Austin, Bergstrom Air Force Base	TX
Beeville	TX
Dallas, Addison Airport	TX
Fort Worth, Alliance Airport	TX
Fort Worth, Carswell Air Force Base	TX
Greenville	TX
Hood Army Air Field	TX
Houston, Ellington Air Force Base	TX
Longview	TX
Lubbock, Reese Air Force Base	TX
Robert Gray Army Air Field	TX
San Angelo	TX
San Antonio, Kelly Air Force Base	TX
San Antonio, Randolph Air Force Base	TX
Waco	TX
FAA Region: Western-Pacific	
Candler	AZ
Bakersfield	CA
Carlsbad, McClellan-Palomar	CA
China Lake Naval Air Facility	CA
Crows Landing Naval Auxiliary Landing Facility	CA
San Diego, Montgomery Field	CA
Santa Monica	CA
Victorville, George Air Force Base	CA
Proposed Reconfiguration of Airspace Areas by Expanding the Radius by an Amount Greater Than or Equal to 1.1 Miles and Less Than 2.1 Miles and Establishing the Vertical Limit at 2,500 Feet Above the Surface	
FAA Region: Great Lakes	
Chicago, Merrill C. Meigs Field	IL
West Chicago, DuPage Airport	IL
FAA Region: New England	
Limestone	ME
FAA Region: Northwest Mountain	
Idaho Falls	ID
Mountain Home	ID
Great Falls, Malstrom Air Force Base	MT
Klamath Falls	OR
Moses Lake	WA
Renton	WA
Seattle, Boeing Field, King County International Airport	WA
FAA Region: Southern	
Eglin Air Force Base	FL
Homestead	FL
Jacksonville Naval Air Station Cecil Field	FL
Tyndall Air Force Base	FL
Fort Campbell	KY
Meridian Naval Air Station	MS
Goldsboro, Seymour Johnson Air Force Base	NC
Roosevelt Roads	PR
Beaufort Marine Corps Air Station	SC
FAA Region: Western-Pacific	
Phoenix, Deer Valley	AZ
Camp Pendleton	CA
El Monte	CA
Livermore	CA
Napa	CA
San Diego, San Diego-Gillespie Field	CA
Fallon Naval Air Facility	NV
Proposed Reconfiguration of Airspace Areas by Expanding the Radius by an Amount Greater Than or Equal to 2.1 Miles and Establishing the Vertical Limit at 2,500 Feet Above the Surface	
FAA Region: Great Lakes	
Bloomington	IL

Name	State
Proposed Reconfiguration of Airspace Areas by Converting the Current Radius to Nautical Miles and Establishing the Vertical Limit at Less Than 2,500 Feet Above the Surface	
FAA Region: Alaskan	
Anchorage, Bryant Army Heliport	AK
Anchorage, Lake Hood	AK
Anchorage, Merrill Field	AK
FAA Region: Great Lakes	
Sault Sainte Marie	ON
FAA Region: Western-Pacific	
Alameda Naval Air Station	CA
Fullerton	CA
Los Angeles, Hawthorne Municipal Airport	CA
Mountain View, Moffett Field	CA
Riverside, Municipal Airport	CA
Salinas	CA
Tustin Marine Corp Air Station	CA
Lihue	HI
Proposed Reconfiguration of Airspace Areas by Reducing the Radius by 1 Mile or Less and Establishing the Vertical Limit at Less Than 2,500 Feet Above the Surface	
FAA Region: Eastern	
Westhampton Beach	NY
FAA Region: Great Lakes	
Columbus, Rickenbacker Airport	OH
FAA Region: Southern	
Fort Myers, Page Field	FL
Winston-Salem	NC
FAA Region: Southwest	
Enid, Woodring Municipal Airport	OK
FAA Region: Western-Pacific	
Hayward	CA
Proposed Reconfiguration of Airspace Areas by Reducing the Radius by an Amount Greater Than or Equal to 1.1 Miles and Less Than 2.1 Miles and Establishing the Vertical Limit at Less Than 2,500 Feet Above the Surface	
FAA Region: Southern	
Charlotte Amalie-Cyril E. King Airport	VI
Proposed Reconfiguration of Airspace Areas by Expanding the Radius by 1 Mile or Less and Establishing the Vertical Limit at Less Than 2,500 Feet Above the Surface	
FAA Region: Northwest Mountain	
Colorado Springs, United States Air Force Academy	CO
FAA Region: Southwest	
Enid, Vance Air Force Base	OK
Wichita Falls	TX
FAA Region: Western-Pacific	
Glendale	AZ
La Verne	CA
Palo Alto	CA
San Carlos	CA
San Jose, Reid Hillview Airport	CA
Guam Island, Agana Naval Air Station	CQ
Guam Island, Anderson Air Force Base	CQ
Proposed Reconfiguration of Airspace Areas by Expanding the Radius by an Amount Greater Than or Equal to 1.1 Miles and Less Than 2.1 Miles and Establishing the Vertical Limit at Less Than 2,500 Feet Above the Surface	
FAA Region: Northwest Mountain	
Abbotsford	BC
FAA Region: Southern	
Christiansted-St. Croix	VI
FAA Region: Western-Pacific	
Falcon Field Mesa	AZ
Chino	CA
San Clemente Island	CA
San Diego, North Island Naval Air Station	CA
North Las Vegas	NV

Name	State
Proposed Reconfiguration of Airspace Areas by Expanding the Radius by 1 Mile or Less and Establishing the Vertical Limit at More Than 2,500 Feet Above the Surface	
FAA Region: Alaskan	
Anchorage, Elmendorf	AK
FAA Region: Southern	
Jacksonville Naval Air Station	FL
Proposed Reconfiguration of Airspace Area by Changing the Shape of the Existing Airspace Area and Establishing the Vertical Limit at More Than 2,500 Feet Above the Surface	
FAA Region: Western-Pacific	
Miramar Naval Air Station	CA
Proposed Reconfiguration of Airspace Areas by Establishing the Following Airspace Areas as Separate Airspace Areas (All Are Included in Existing Control Zones)	
FAA Region: New England	
Stratford	CT
FAA Region: Southern	
White House Navy Outlying Field	FL
Jackson, Hawkins Field	MS
San Juan, Isla Grande Airport	PR

Control Zones for Airports Without Operating Control Towers

The FAA proposes to modify the following control zones contained in § 171 of FAA Order 7400.1 according to the revised criteria addressed in this NPRM. The proposed lateral limits of the control zones are measured in nautical miles and the proposed vertical limits are designated upward from the surface and terminate at the overlying or adjacent controlled airspace. The FAA also proposes to amend the parallel airspace descriptions of Class E airspace areas in Subpart E of FAA Order 7400.9, which becomes effective September 16, 1993.

Name	State
Proposed Reconfiguration of Airspace Areas by Converting the Current Radius to Nautical Miles with No Other Modification	
FAA Region: Eastern	
Schenectady	NY
Bradford	PA
FAA Region: Great Lakes	
Sault Sainte Marie, Chippewa County Airport	MI
Brainerd	MN
Findlay	OH
Pierre	SD
Watertown	SD
Lone Rock	WI
FAA Region: New England	
Presque Isle	ME
FAA Region: Northwest Mountain	
Alamosa	CO
Cortez	CO
Durango	CO
Eagle	CO
Montrose	CO
Coppertown	MT
Kalispell	MT
Lewistown	MT
Provo	UT
Rawlins	WY

Name	State	Name	State	Name	State
Riverton.....	WY	Franklin.....	PA	Gage.....	OK
Rock Springs.....	WY	Philipsburg.....	PA	Hobart.....	OK
FAA Region: Southern		State College.....	PA	McAlester.....	OK
Mobile, Brookley Airport.....	AL	Staunton.....	VA	Ponca City.....	OK
Spartanburg.....	SC	Bluefield.....	WV	Alice.....	TX
FAA Region: Southwest		Elkins.....	WV	Childress.....	TX
El Dorado.....	AR	FAA Region: Great Lakes		Dalhart.....	TX
Harrison.....	AR	Danville.....	IL	Galveston.....	TX
Jonesboro.....	AR	Galesburg.....	IL	Mineral Wells.....	TX
Deming.....	NM	Mount Vernon.....	IL	Palacios.....	TX
Bartlesville.....	OK	Benton Harbor.....	MI	Temple.....	TX
Lufkin.....	TX	Escanaba.....	MI	Wink.....	TX
FAA Region: Western-Pacific		Bemidji.....	MN	FAA Region: Western-Pacific	
Douglas.....	AZ	Fairmont.....	MN	Arcata.....	CA
Winslow.....	AZ	International Falls.....	MN	Marysville, Yuba County.....	CA
Blythe.....	CA	Mankato.....	MN	Red Bluff.....	CA
Crescent City.....	CA	Redwood Falls.....	MN	Thermal.....	CA
Merced, Macready Field.....	CA	Thief River Falls.....	MN	Proposed Reconfiguration of Airspace areas by Reducing the Radius by an Amount Greater Than or Equal to 1.1 Miles and Less Than 2.1 Miles	
Needles.....	CA	Devils Lake.....	ND	FAA Region: Eastern	
Visalia.....	CA	Jamesstown.....	ND	Hot Springs.....	VA
Saipan Island.....	CQ	Williston.....	ND	Beckley.....	WV
Kapalua, West Maui Airport.....	HI	Akron, Fulton International Airport.....	OH	FAA Region: New England	
Lanai.....	HI	Wilmington.....	OH	Montpelier.....	VT
Waimea-Kohala.....	HI	Zanesville.....	OH	FAA Region: Northwest Mountain	
Midway Island, Midway Naval Air Facility.....	MQ	Aberdeen.....	SD	Bozeman.....	MT
Elko.....	NV	Mitchell.....	SD	Proposed Reconfiguration of Airspace Areas by expanding the Radius by 1 Mile or Less	
Tonopah.....	NV	Yankton.....	SD	FAA Region: Alaskan	
Proposed Reconfiguration of Airspace Areas by Reducing the Radius by 1 Mile or Less		Minocqua-Woodruff, Noble F. Lee Memorial Airport.....	WI	Amchitka Island.....	AK
FAA Region: Alaskan		FAA Region: New England		Cold Bay.....	AK
Barrow, Barrow/Wiley Post-Will Rogers Memorial Airport.....	AK	Augusta.....	ME	Deadhouse.....	AK
Bettles.....	AK	Concord.....	NH	Ketchikan.....	AK
Big Delta.....	AK	FAA Region: Northwest Mountain		FAA Region: Central	
Cordova, Smith Airport.....	AK	Akron.....	CO	Scottsbluff.....	NE
Dillingham.....	AK	Trinidad.....	CO	FAA Region: Eastern	
Gulkana.....	AK	Burley.....	ID	Danville.....	VA
Homer.....	AK	Glasgow.....	MT	FAA Region: Great Lakes	
Iliamna.....	AK	Havre.....	MT	Hancock, Houghton County Memorial Airport.....	MI
Kotzebue.....	AK	Livingston.....	MT	Iron Mountain.....	MI
McGrath.....	AK	Miles City.....	MT	Marquette.....	MI
Nome.....	AK	Astoria.....	OR	Pellston.....	MI
Northway.....	AK	Baker.....	OR	Alexandria.....	MN
Sitka.....	AK	Burns.....	OR	Grand Rapids.....	MN
Talkeetna.....	AK	North Bend.....	OR	Hibbing.....	MN
Tanana.....	AK	Cedar City.....	UT	Dickinson.....	ND
Unalakleet.....	AK	Vernal.....	UT	Huron.....	SD
Yakutat.....	AK	Bremerton.....	WA	Eau Claire.....	WI
FAA Region: Central		Hoquiam.....	WA	Mosinee.....	WI
Burlington.....	IA	Port Angeles.....	WA	Rhineland.....	WI
Clinton.....	IA	Pullman.....	WA	Wausau.....	WI
Davenport.....	IA	Wenatchee.....	WA	FAA Region: New England	
Fort Dodge.....	IA	Cody.....	WY	Houlton.....	ME
Mason City.....	IA	Laramie.....	WY	FAA Region: Northwest Mountain	
Ottumwa.....	IA	Worland.....	WY	Hayden.....	CO
Chanute.....	KS	FAA Region: Southern		Cutbank.....	MT
Dodge City.....	KS	Anniston.....	AL	Redmond.....	OR
Emporia.....	KS	Muscle Shoals.....	AL	Ephrata.....	WA
Garden City.....	KS	Crestview.....	FL	Sheridan.....	WY
Goodland.....	KS	Alma.....	GA	FAA Region: Southern	
Liberal.....	KS	Athens.....	GA	Miami, Dade-Collier Training and Transition Airport.....	FL
Kirksville.....	MO	Brunswick, Glynco Jetport.....	GA	Agudilla.....	PR
Rolla/Vichy, Rolla National Airport.....	MO	Brunswick, Malcolm/McKinnon.....	GA	Eastover, McEntire Air National Guard Base.....	SC
Alliance.....	NE	Bowling Green.....	KY	FAA Region: Southwest	
Chadron.....	NE	Greenwood.....	MS	Hot Springs.....	AR
Columbus.....	NE	McComb.....	MS	Carlsbad.....	NM
Hasting.....	NE	Pine Belt.....	MS	Gallup.....	NM
Kearney.....	NE	Tupelo.....	MS	Clinton.....	OK
McCook.....	NE	Hickory.....	NC	Norman.....	OK
Norfolk.....	NE	Jacksonville, Albert J. Ellis.....	NC	Victoria.....	TX
North Platte.....	NE	New Bern.....	NC	FAA Region: Western-Pacific	
Sidney.....	NE	Rocky Mount.....	NC	Paso Robles County.....	CA
FAA Region: Eastern		Mayaguez.....	PR	Proposed Reconfiguration of Airspace Areas by Expanding the Radius by an Amount Greater Than or Equal to 1.1 Miles and Less Than 2.1 Miles	
Salisbury.....	MD	Ponce.....	PR		
Millville.....	NJ	Anderson.....	SC		
Glens Falls.....	NY	Crossville.....	TN		
Jamestown.....	NY	Dyersburg.....	TN		
Massena.....	NY	Jackson.....	TN		
Watertown.....	NY	FAA Region: Southwest			
Altoona.....	PA	Pine Bluff.....	AR		
Du Bois.....	PA	Las Vegas.....	NM		
		Truth or Consequences.....	NM		
		Tucumcari.....	NM		

Name	State
FAA Region: Northwest Mountain	
Oak Harbor.....	WA
FAA Region: Southern	
London.....	KY
Proposed Reconfiguration of Airspace Areas by Expanding the Radius by an Amount Greater Than or Equal to 2.1 Miles	
FAA Region: Great Lakes	
Worthington.....	MN
Brookings.....	SD
Proposed Reconfiguration of Airspace Areas by Establishing the Following Airspace Areas as Separate Airspace Areas (All Are Included in Existing Control Zones)	
FAA Region: Western-Pacific	
El Centro, Imperial County Airport.....	CA
Proposed Reconfiguration of Airspaces Areas by Deleting the Following Airports from Existing Control Zones and by Not Including the Following Airports in Proposed Control Zones	
FAA Region: Southern	
Tampa, Peter O. Knoght Airport.....	FL
Jackson, Bruce Campbell Field.....	MS

Transition Areas

The FAA proposes to modify the following transition areas contained in § 181 of FAA Order 7400.7 according to the revised criteria addressed in the NPRM. The FAA also proposes to amend the parallel Class E airspace areas that extend upward from other than the surface in FAA Order 7400.9, which becomes effective September 16, 1993.

Name	State
Proposed Reconfiguration of Airspace Areas by Retaining the Current Radius	
FAA Region: Great Lakes	
Thunder Bay.....	ON
Proposed Reconfiguration of Airspace Areas by Converting the Current Radius to Nautical Miles with No Other Modification	
FAA Region: Alaskan	
Anchorage.....	AK
FAA Region: Central	
Algona.....	IA
Clinton.....	IA
Fort Dodge.....	IA
Harlan.....	IA
Maquoketa.....	IA
Monticello.....	IA
Newton.....	IA
Waterloo.....	IA
Chanute.....	KS
Coffeyville.....	KS
Garden City.....	KS
Goodland.....	KS
Great Bend.....	KS
Johnson.....	KS
Manhattan.....	KS
McPherson.....	KS
Phillipsburg.....	KS
Topeka, Forbes Airfield.....	KS
Festus.....	MO
Kennett.....	MO
Nevada.....	MO
Springfield.....	MO
West Plains.....	MO
Ainsworth.....	NE
Bassett.....	NE

Name	State
Broken Bow.....	NE
Cambridge.....	NE
Chappell.....	NE
Gordon.....	NE
Hastings.....	NE
Imperial.....	NE
Ord.....	NE
FAA Region: Eastern	
Patuxent River.....	MD
Andover.....	NJ
Sussex.....	NJ
Albany.....	NY
Elmira.....	NY
Endicott.....	NY
Hornell.....	NY
Hudson.....	NY
Massena.....	NY
Monticello.....	NY
Norwich.....	NY
Olean.....	NY
Plattsburgh.....	NY
Poughkeepsie.....	NY
Red Hook.....	NY
Saranac Lake.....	NY
Sidney.....	NY
Butler.....	PA
Farmington.....	PA
Philadelphia.....	PA
Punxsutawney.....	PA
Quakertown.....	PA
Birch Hollow.....	VA
Danville.....	VA
Gordonsville.....	VA
Fairmont.....	WV
Ravenwood.....	WV
Wheeling.....	WV
FAA Region: Great Lakes	
Belleville.....	IL
Chicago.....	IL
Marion.....	IL
Fort Wayne.....	IN
Cadillac.....	MI
Flint.....	MI
Iron Mountain.....	MI
Sault Sainte Marie, Chippewa County Airport.....	MI
Watersmeet.....	MI
Mankato.....	MN
Dickinson.....	ND
Litchville.....	ND
New Town.....	ND
Celina.....	OH
Dayton.....	OH
Hillsboro.....	OH
Peebles.....	OH
Toledo.....	OH
Aberdeen.....	SD
Mitchell.....	SD
Rapid City.....	SD
Sioux Falls.....	SD
Yankton.....	SD
Baraboo.....	WI
Milwaukee.....	WI
Oshkosh.....	WI
Platteville.....	WI
Sheboygan.....	WI
West Bend.....	WI
FAA Region: New England	
Portsmouth.....	NH
FAA Region Northwest Mountain	
Akron.....	CO
Alamosa.....	CO
Blue Mesa.....	CO
Burlington.....	CO
Colorado Springs.....	CO
Cortez.....	CO
Durango.....	CO
Erie.....	CO
Fort Collins.....	CO
Fort Morgan.....	CO
Grand Junction.....	CO
Greeley.....	CO

Name	State
Hugo.....	CO
Kremmling.....	CO
Lamar.....	CO
Montrose.....	CO
Sterling.....	CO
Telluride.....	CO
Trinidad.....	CO
Burley.....	ID
Dubois.....	ID
Gooding.....	ID
Hailey.....	ID
Jerome.....	ID
Lewiston.....	ID
Malad City.....	ID
McCall.....	ID
Mullan Pass.....	ID
Pocatello.....	ID
Rexburg.....	ID
Twin Falls.....	ID
Billings.....	MT
Bozeman.....	MT
Butte.....	MT
Chouteau.....	MT
Conrad.....	MT
Coppertown.....	MT
Cut Bank.....	MT
Dillion.....	MT
Forsyth.....	MT
Glasgow.....	MT
Glendive.....	MT
Great Falls.....	MT
Havre.....	MT
Helena.....	MT
Kalispell.....	MT
Lewistown.....	MT
Livingston.....	MT
Miles City.....	MT
Missoula.....	MT
Shelby.....	MT
West Yellowstone.....	MT
Wolf Point.....	MT
Astoria.....	OR
Baker.....	OR
Bend.....	OR
Burns.....	OR
Eugene.....	OR
Klamath Falls.....	OR
La Grande.....	OR
Medford.....	OR
North Bend.....	OR
Redmond.....	OR
Roseburg.....	OR
The Dalles.....	OR
Tillamook.....	OR
Blanding.....	UT
Bonneville.....	UT
Brigham City.....	UT
Bryce Canyon.....	UT
Cedar City.....	UT
Delta.....	UT
Duchesne.....	UT
Hanksville.....	UT
Huntington.....	UT
Logan.....	UT
Lucin.....	UT
Milford.....	UT
Moab.....	UT
Price.....	UT
Roosevelt.....	UT
Saint George.....	UT
Salt Lake City.....	UT
Tooele.....	UT
Vernal.....	UT
Hoquiam.....	WA
Kelso.....	WA
Moses Lake.....	WA
Pasco.....	WA
Pullman.....	WA
Quincy.....	WA
Walla Walla.....	WA
Wenatchee.....	WA
Yakima.....	WA

Name	State	Name	State	Name	State
Big Piney.....	WY	Lanai.....	HI	Clearfield.....	PA
Buffalo.....	WY	Waimea-Kohala.....	HI	Ebensburg.....	PA
Casper.....	WY	Kwajalein Island.....	MQ	Erie.....	PA
Cheyenne.....	WY	Midway Island, Midway Naval Air Facility.....	MQ	Meadville.....	PA
Cowley.....	WY	Coaldale.....	NV	North Philadelphia.....	PA
Douglas.....	WY	Ely.....	NV	Pittsburgh.....	PA
Fort Bridger.....	WY	Lovelock.....	NV	Pottsville.....	PA
Gillette.....	WY	Reno, Cannon International Airport.....	NV	Saint Marys.....	PA
Jackson.....	WY	Tonopah.....	NV	Selinsgrove.....	PA
Laramie.....	WY	Winnemucca.....	NV	Somerset.....	PA
Newcastle.....	WY	Yerington.....	NV	Washington.....	PA
Pinedale.....	WY	Proposed Reconfiguration of Airspace Areas by Re-		Chantilly, Washington Dulles Internation-	VA
Powell.....	WY	ducing the Radius by 2.5 Miles or Less		al Airport.....	
Rawlins.....	WY	FAA Region: Alaskan		Charlottesville.....	VA
Riverton.....	WY	Amblert.....	AK	Dahlgren.....	VA
Sheridan.....	WY	Amchitka Island.....	AK	Dublin.....	VA
Torrington.....	WY	Barrow, Barrow/Wiley Post-Will Rogers	AK	Hot Springs.....	VA
FAA Region: Southern		Memorial Airport.....		Luray.....	VA
Swainsboro.....	GA	Big Delta.....	AK	Lynchburg.....	VA
Toccoa.....	GA	Cold Bay.....	AK	Marion.....	VA
Covington.....	KY	Dillingham.....	AK	Martinsville.....	VA
Darlington.....	SC	King Salmon.....	AK	Pennington Gap.....	VA
North.....	SC	McGrath.....	AK	Petersburg.....	VA
Greeneville.....	TN	Mekoryuk.....	AK	Quantico.....	VA
Jasper.....	TN	Saint Paul Island.....	AK	Staunton.....	VA
Knoxville.....	TN	Umiat.....	AK	Upperville.....	VA
Pulaski.....	TN	FAA Region: Central		Beckley.....	WV
FAA Region: Southwest		Audubon County.....	IA	Clarksburg.....	WV
Cameron.....	LA	Burlington.....	IA	Lewisburg.....	WV
Intracoastal City.....	LA	Cedar Rapids.....	IA	Moundsville.....	WV
Leeville.....	LA	Dubuque.....	IA	Parkersburg.....	WV
Morgan City.....	LA	Forest City.....	IA	FAA Region: Great Lakes	
Alamogordo.....	NM	Grinnell.....	IA	Mattoon.....	IL
Albuquerque.....	NM	Independence.....	IA	Moline.....	IL
Crownpoint.....	NM	Mason City.....	IA	Monee.....	IL
Freeport.....	TX	Muscatine.....	IA	Quincy.....	IL
Port O'Connor.....	TX	Oelwein.....	IA	Rockford.....	IL
Sabine Pass.....	TX	Oskaloosa.....	IA	Springfield.....	IL
FAA Region: Western-Pacific		West Union.....	IA	Anderson.....	IN
Cameron.....	AZ	Dodge City.....	KS	Evansville.....	IN
Douglas.....	AZ	Hays.....	KS	Indianapolis, Brookside Airport.....	IN
Fort Huachuca.....	AZ	Hutchinson.....	KS	Kokomo.....	IN
Gila Bend.....	AZ	Independence.....	KS	Michigan City.....	IN
Globe.....	AZ	Newton.....	KS	Muncie.....	IN
Grand Canyon.....	AZ	Salina.....	KS	Big Rapids.....	MI
Kingman.....	AZ	Wichita, Mid-Continent Airport.....	KS	Fremont.....	MI
Lake Havasu.....	AZ	Columbia.....	MO	Gaylord.....	MI
Nogales.....	AZ	Dexter.....	MO	Grand Rapids.....	MI
Phoenix.....	AZ	Farmington.....	MO	Graying.....	MI
San Carlos.....	AZ	Jefferson City.....	MO	Hancock, Houghton County Memorial	MI
San Simon.....	AZ	Joplin.....	MO	Airport.....	
Sedona.....	AZ	Kansas City, Richards-Gebaur Airport.....	MO	Houghton Lake.....	MI
Window Rock.....	AZ	Knob Noster, Whiteman Air Force Base.....	MO	K.I. Sawyer Air Force Base.....	MI
Winslow.....	AZ	Perryville.....	MO	Lansing.....	MI
Yuma.....	AZ	Point Lookout.....	MO	Manistee.....	MI
Alturas.....	CA	Saint Joseph.....	MO	Muskegon.....	MI
Brawley.....	CA	Fremont.....	NE	Saginaw, Tri-City Airport.....	MI
Edwards Air Force Base.....	CA	Grant.....	NE	Traverse City.....	MI
El Rico.....	CA	Kearney.....	NE	Albert Lea.....	MN
Gorman.....	CA	Lincoln.....	NE	Alexandria.....	MN
Grass Valley.....	CA	McCook.....	NE	Austin.....	MN
Half Moon Bay.....	CA	Ogallala.....	NE	Duluth, Duluth International Airport.....	MN
Herlong.....	CA	Omaha, Millard Airport.....	NE	Grand Marais.....	MN
Klamath.....	CA	Oshkosh.....	NE	Grand Rapids.....	MN
Livermore.....	CA	Scottsbluff.....	NE	Madison.....	MN
Maxwell.....	CA	Valentine.....	NE	Worthington.....	MN
Merced.....	CA	FAA Region: Eastern		Grand Forks.....	ND
Modesto City.....	CA	Cumberland.....	MD	Jamestown.....	ND
Mojave.....	CA	Frederick.....	MD	Minot.....	ND
Montague.....	CA	Gaithersburg.....	MD	Rugby.....	ND
Needles.....	CA	Hagerstown.....	MD	Wahpeton.....	ND
Palm Springs.....	CA	Leonardtown.....	MD	Williston.....	ND
Parker.....	CA	Linden.....	NJ	Akron.....	OH
Point Reyes.....	CA	Buffalo.....	NY	Ashtabula.....	OH
Red Bluff.....	CA	Calverton.....	NY	Athens-Albany, Ohio University Airport.....	OH
San Rafael.....	CA	Rochester.....	NY	Carrollton.....	OH
Santa Maria.....	CA	Syracuse.....	NY	Circleville.....	OH
Santa Ynez.....	CA	Westhampton Beach.....	NY	Cleveland.....	OH
Sunol.....	CA	White Plains.....	NY	Columbus.....	OH
Thermal.....	CA	Altoona.....	PA	Gallipolis.....	OH
Barking Sands.....	HI	Bloomsburg.....	PA	Mansfield.....	OH
Kapalua, West Maui Airport.....	HI			New Lexington.....	OH

Name	State	Name	State	Name	State
New Philadelphia	OH	Washington	GA	Ruidoso	NM
Newark	OH	Waycross	GA	Santa Fe	NM
Wilmington	OH	Winder	GA	Silver City	NM
Youngstown Municipal	OH	Ashland	KY	Socorro	NM
Brookings	SD	Fort Campbell	KY	Truth or Consequences	NM
Pierre	SD	Glasgow	KY	Tucumcari	NM
Boscobel	WI	Hopkinsville	KY	Ardmore	OK
Cable	WI	Lexington	KY	Buffalo	OK
Camp Douglas	WI	London	KY	Duncan	OK
Clintonville	WI	Monticello	KY	Burant	OK
Kenosha	WI	Owensboro	KY	Elk City	OK
Lake Geneva	WI	Paducah, Barkley Regional Airport	KY	Guymon	OK
Lone Rock	WI	Sturgis	KY	McAlester	OK
Manitowoc	WI	Bay Saint Louis	MS	Poteau	OK
Marshfield	WI	Greenville	MS	Shawnee	OK
Mosinee	WI	Greenwood	MS	Stillwater	OK
Oconto	WI	Gulfport	MS	Tahlequah	OK
Prairie DuChien	WI	Jackson	MS	Berclair	TX
Pulaski	WI	Meridian	MS	Big Spring	TX
Rhineland	WI	Vicksburg	MS	Brownwood	TX
Watertown	WI	Elizabeth City	NC	Dalhart	TX
Wausau	WI	Erwin	NC	Del Rio	TX
FAA Region: New England		Goldsboro	NC	Haskell	TX
Danbury	CT	Greensboro	NC	Henderson	TX
Hartford	CT	Greenville	NC	Hondo	TX
Willimantic	CT	Hickory	NC	Junction	TX
Windsor Locks, Bradley International Airport	CT	Jacksonville	NC	Kingsville	TX
Westfield	MA	Kinston	NC	Lamesa	TX
Biddeford	ME	Lumberton	NC	Monahans	TX
Greenville	ME	Maxton, Laurinburg-Maxton Airport	NC	Mount Pleasant	TX
Presque Isle	ME	Mount Airy	NC	Mulshoe	TX
Rockland	ME	Oak Grove	NC	Palestine	TX
Block Island	RI	Raeford	NC	Pecos	TX
Providence	RI	Rocky Mount	NC	Rocksprings, Four Square Ranch Airport	TX
Montpelier	VT	Salisbury	NC	San Marcos	TX
FAA Region: Southern		Southern Pines	NC	Sweetwater	TX
Cullman	AL	Washington	NC	Van Horn	TX
Dothan	AL	West Jefferson	NC	FAA Region: Western-Pacific	
Fayette	AL	Wilkesboro	NC	Casa Grande	AZ
Gadsden	AL	Wilmington	NC	Firebaugh	CA
Hamilton	AL	Winston-Salem	NC	LeMoore Naval Air Station	CA
Montgomery	AL	Aguadilla	PR	Madera	CA
Seima	AL	San Juan	PR	Porterville	CA
Cross City	FL	Aiken	SC	Twentynine Palms	CA
Deland	FL	Anderson	SC	Proposed Reconfiguration of Airspace Areas by Reducing the Radius by an Amount Greater Than or Equal to 2.6 Miles and Less Than 5.1 Miles	
Eglin Air Force Base	FL	Beaufort	SC	FAA Region: Alaskan	
Fort Myers	FL	Florence	SC	Homer	AK
Gainesville	FL	Greenville	SC	Shemya	AK
Key West	FL	Greenwood	SC	FAA Region: Central	
Lake City	FL	Hilton Head Island	SC	Liberal	KS
Lakeland	FL	Clifton	TN	Cape Girardeau	MO
Marianna	FL	Dayton	TN	Kansas City, Kansas City International Airport	MO
Melbourne	FL	Jackson	TN	Saint Louis	MO
Miami, Dade-Collier Training and Transition Airport	FL	Lexington	TN	Alliance	NE
Miami, Miami International Airport	FL	McMinnville	TN	Grand Island	NE
Ocala	FL	Morrison	TN	North Platte	NE
Orlando, Orlando Executive Airport	FL	Parsons	TN	Omaha, Eppley Field	NE
Panama City	FL	Rockwood	TN	Sidney	NE
Tampa	FL	Sparta	TN	FAA Region: Eastern	
Titusville	FL	Springfield	TN	Wilmington	DE
Vero Beach	FL	Tullahoma	TN	Atlantic City, Atlantic City International Airport	NJ
West Palm Beach	FL	Christiansted-St. Croix	VI	Bradford	PA
Williston	FL	FAA Region: Southwest		Du Bois	PA
Albany	GA	El Dorado	AR	East Stroudsburg	PA
Atlanta, Hartsfield International Airport	GA	Hot Springs	AR	Reading	PA
Augusta	GA	Magnolia	AR	State College	PA
Bainbridge	GA	Morrilton	AR	Wilkes-Barre	PA
Brunswick	GA	Ozark	AR	Galax	VA
Cedartown	GA	Searcy	AR	Wise	VA
Cordele	GA	Texarkana	AR	Bluefield	WV
Dalton	GA	Walnut Ridge	AR	Huntington	WV
Gainesville	GA	Mansfield	LA	Martinsburg	WV
Jefferson	GA	Minden	LA	Morgantown	WV
Macon	GA	Monroe	LA	FAA Region: Great Lakes	
Milledgeville	GA	Springhill	LA	Battle Creek, W.K. Kellogg Airport	MI
Moultrie	GA	Artesia	NM	Ironwood	MI
Sandersville	GA	Carlsbad	NM	Jackson	MI
Tifton	GA	Deming	NM		
Valdosta	GA	Gallup	NM		
Vidalia	GA	Hobbs	NM		
		Las Cruces	NM		
		Las Vegas	NM		

Name	State	Name	State	Name	State
Menominee	MI	Georgetown	OH	Danielson	CT
Monroe	MI	Hamilton	OH	Madison	CT
Newberry	MI	Harrison	OH	Meriden	CT
Ontonagon	MI	Jackson	OH	Oxford	CT
Oscada	MI	Kenton	OH	Hopedale	MA
Saginaw, Harry W. Brown Airport	MI	Lebanon	OH	Mansfield	MA
Sault Saint Marie, Sanderson Field	MI	Lima	OH	Marshfield	MA
South Haven	MI	London	OH	Nantucket	MA
Sparta	MI	Marion	OH	Newburyport	MA
Standish	MI	Marysville	OH	Palmer	MA
Sturgis	MI	Middlefield	OH	Pittsfield	MA
Tecumseh	MI	Middletown	OH	Plymouth	MA
West Branch	MI	Millersburg	OH	Provincetown	MA
Aitkin	MN	Mount Gilead	OH	Southbridge	MA
Baudette	MN	Mount Vernon	OH	Taunton	MA
Bemidji	MN	Napoleon	OH	Worcester	MA
Blue Earth	MN	Norwalk	OH	Auburn	ME
Brainerd	MN	Oxford	OH	Belfast	ME
Buffalo	MN	Phillipsburg	OH	Frenchville	ME
Caledonia	MN	Piqua	OH	Fryeburg	ME
Camp Ripley	MN	Port Clinton	OH	Lincoln	ME
Cloquet	MN	Portsmouth	OH	Machias	ME
Crookston	MN	Saint Clairsville	OH	Millinocket	ME
Dodge Center	MN	Salem	OH	Pittsfield	ME
Ely	MN	Sandusky	OH	Portland	ME
Fairmont	MN	Sidney	OH	Princeton	ME
Faribault	MN	Tiffin	OH	Rangeley	ME
Fergus Falls	MN	Upper Sandusky	OH	Sanford	ME
Glenwood	MN	Urbana	OH	Berlin	NH
Hallock	MN	Versailles	OH	Claremont	NH
Hawley	MN	Wadsworth	OH	Pawtucket	RI
Hutchinson	MN	Wapakoneta	OH	Bennington	VT
Litchfield	MN	Washington Court House	OH	Lyndonville	VT
Little Falls	MN	West Union	OH	Morrisville	VT
Maple Lake	MN	Woodsfield	OH	Rutland	VT
Marshall	MN	Wooster	OH	Springfield	VT
Mora	MN	Youngstown, Elser Metro Airport	OH	FAA Region: Southern	
Morris	MN	Zanesville	OH	Alabaster	AL
Motley	MN	Britton	SD	Albertville	AL
Olivia	MN	Huron	SD	Auburn	AL
Orr	MN	Madison	SD	Bay Minette	AL
Ortonville	MN	Philip	SD	Brewton	AL
Owatonna	MN	Spearfish	SD	Butler	AL
Park Rapids	MN	Winner	SD	Centre	AL
Ramsey, Gateway North Industrial Air- park	MN	Amery	WI	Clanton	AL
Red Wing	MN	Antigo	WI	Clayton	AL
Redwood Falls	MN	Ashland	WI	Demopolis	AL
Rushford	MN	Black River Falls	WI	Eufaula	AL
Saint Cloud	MN	Burlington	WI	Evergreen	AL
Springfield	MN	Chetek	WI	Foley	AL
Two Harbors	MN	Cumberland	WI	Fort Payne	AL
Warroad	MN	DeLavan	WI	Greensboro	AL
Waseca	MN	Eagle River	WI	Greenville	AL
Wheaton	MN	Grantsburg	WI	Gulf Shores	AL
Willmar	MN	Green Bay	WI	Haleyville	AL
Windom	MN	Hartford	WI	Huntsboro	AL
Bowman	ND	Hayward	WI	Jasper	AL
Casselton	ND	Janesville	WI	Lanett	AL
Mohall	ND	Juneau	WI	Mobile	AL
Pembina	ND	Ladysmith	WI	Sylacauga	AL
Valley City	ND	Medford	WI	Troy	AL
Alliance	OH	Merrill	WI	Tuskegee	AL
Ashland	OH	Minocqua-Woodruff, Noble F. Lee Me- morial Airport	WI	Vernon	AL
Barnesville	OH	Monroe	WI	Bonifay	FL
Beach City	OH	Neillsville	WI	Brooksville	FL
Bellefontaine	OH	New Holstein	WI	Bunnell	FL
Bryan	OH	New Richmond	WI	Choctaw Outlying Field	FL
Bucyrus	OH	Osceola	WI	Crestview	FL
Cadiz	OH	Phillips	WI	Fernandina Beach	FL
Caldwell	OH	Rice Lake	WI	Immokalee	FL
Cambridge	OH	Shell Lake	WI	Jupiter	FL
Coshocton	OH	Siren	WI	Keystone Heights	FL
Dayton, General Airport South	OH	Solon Springs	WI	Lake Wales	FL
Dayton, Green County Airport	OH	Stevens Point	WI	Leesburg	FL
Defiance	OH	Sturgeon Bay	WI	Marathon	FL
Delaware	OH	Superior	WI	Marco Island	FL
East Liverpool	OH	Waupaca	WI	Naples	FL
Elyria	OH	Wisconsin Rapids	WI	New Port Richey	FL
Findlay	OH	FAA Region: New England		New Smyrna Beach	FL
Fostoria	OH	Bozrak	CT	Palatka	FL
Fremont	OH	Chester	CT	Perry	FL
				Punta Gorda	FL

Name	State	Name	State	Name	State
Saint Augustine	FL	Lexington	MS	Sumter	SC
Sanford	FL	Louisville	MS	Walterboro	SC
Sebring	FL	Marks	MS	Athens	TN
Tallahassee	FL	McComb	MS	Bolivar	TN
Venice	FL	Natchez	MS	Camden	TN
Zephyrhills	FL	Okolona	MS	Centerville	TN
Alma	GA	Oxford	MS	Cookeville	TN
Americus	GA	Pascagoula	MS	Covington	TN
Athens	GA	Philadelphia	MS	Crossville	TN
Baxley	GA	Picayune	MS	Dickson	TN
Cairo	GA	Prentiss	MS	Dyersburg	TN
Camilla	GA	Ripley	MS	Fayetteville	TN
Carrollton	GA	Starkville	MS	Humbolt	TN
Cartersville	GA	Tupelo	MS	Huntingdon	TN
Cedar Springs	GA	Yazoo City	MS	Jacksboro	TN
Cochran	GA	Ahoskie	NC	Jamestown	TN
Columbus	GA	Albermarle	NC	Lafayette	TN
Covington	GA	Asheboro	NC	Lawrenceburg	TN
Donalsonville	GA	Beaufort	NC	Memphis	TN
Douglas	GA	Burlington	NC	Mount Pleasant	TN
Dublin	GA	Cherry Point Marine Corps Air Station	NC	Oneida	TN
Eastman	GA	Clinton	NC	Paris	TN
Elberton	GA	Edenton	NC	Portland	TN
Fitzgerald	GA	Elkin	NC	Savannah	TN
Fort Stewart	GA	Fayetteville	NC	Selmer	TN
Greensboro	GA	Hatteras	NC	Shelbyville	TN
Griffin	GA	Kenansville	NC	Union City	TN
Hazlehurst	GA	Lexington	NC	Waverly	TN
Hinesville	GA	Liberty	NC	FAA Region: Southwest	
Homerville	GA	Lincolnton	NC	Arkadelphia	AR
Jesup	GA	MacKall Army Air Field	NC	Blytheville	AR
La Grange	GA	Manteo	NC	Brinkley	AR
Lawrenceville	GA	Mocksville	NC	Camden	AR
Madison	GA	Monroe	NC	Carlisle	AR
McRae	GA	Morganton	NC	Cherokee Village	AR
Metter	GA	New Bern	NC	Clarksville	AR
Monroe	GA	Oxford	NC	Corning	AR
Montezuma	GA	Plymouth	NC	Crossett	AR
Nashville	GA	Raleigh	NC	DeQueen	AR
Newnan	GA	Reidsville	NC	Dumas	AR
Pine Mountain	GA	Roanoke Rapids	NC	Flippin	AR
Plains	GA	Rockingham	NC	Forrest City	AR
Rome	GA	Roxboro	NC	Fort Smith	AR
Saint Mary's	GA	Sanford	NC	Harrison	AR
Savannah	GA	Shelby	NC	Heber Springs	AR
Statesboro	GA	Silver City	NC	Hope	AR
Sylvania	GA	Smithfield	NC	Lake Village	AR
Thomaston	GA	Statesville	NC	Malvern	AR
Bardstown	KY	Taboro	NC	McGehee	AR
Campbellsville	KY	Wadesboro	NC	Monticello	AR
Danville	KY	Walnut Cove	NC	Mountain View	AR
Elizabethtown	KY	Waxhaw	NC	Newport	AR
Falmouth	KY	Whiteville	NC	Pine Bluff	AR
Flemingsburg	KY	Williamston	NC	Warren	AR
Frankfort	KY	Wilson	NC	Bastrop	LA
Greenville	KY	Allendale	SC	Bogalusa	LA
Hawesville	KY	Barnwell	SC	Bunkie	LA
Henderson	KY	Bennettsville	SC	Covington	LA
Jackson	KY	Camden	SC	De Quincy	LA
Louisville	KY	Charleston	SC	De Ridder	LA
Madisonville	KY	Cheraw	SC	Eunice	LA
Mayfield	KY	Chester	SC	Grande Isle	LA
Mount Sterling	KY	Clemson	SC	Hammond	LA
Murray	KY	Columbia	SC	Homer	LA
Paducah, Farrington Airport	KY	Conway	SC	Houma	LA
Richmond	KY	Dillon	SC	Jennings	LA
Russellville	KY	Georgetown	SC	Jonesboro	LA
Somerset	KY	Hartsville	SC	Lafayette	LA
Springfield	KY	Hemingway	SC	Lake Providence	LA
Booneville	MS	Kingstree	SC	Many	LA
Clarksdale	MS	Lake City	SC	Marksville	LA
Cleveland	MS	Lancaster	SC	Natchitoches	LA
Columbia	MS	Laurens	SC	Opelousas	LA
Corinth	MS	Loris	SC	Patterson	LA
Drew	MS	Manning	SC	Port Sulphur	LA
Fulton	MS	Marion	SC	Ruston	LA
Grenada	MS	Moncks Corner	SC	Slidell	LA
Hattiesburg	MS	Myrtle Beach	SC	Thibodaux	LA
Holly Springs	MS	Newberry	SC	Venice	LA
Indianola	MS	Orangeburg	SC	Vivian	LA
Kosciusko	MS	Saint George	SC	Weish	LA
Laurel	MS	Spartanburg	SC	Winnfield	LA

Name	State	Name	State	Name	State
Belen	NM	Giddings	TX	Ramona	CA
Lovington	NM	Graham	TX	Visalia	CA
Raton	NM	Greenville	TX	Fallon Naval Air Facility	NV
Taos	NM	Gruver, Cluck Ranch Airport	TX	Indian Springs	NV
Zuni	NM	Gruver, Municipal Airport	TX		
Ada	OK	Guthrie	TX	Proposed Reconfiguration of Airspace Areas by Expanding the Radius by an Amount Greater Than or Equal to 2.6 Miles and Less Than 5.1 Miles	
Alva	OK	Harlingen	TX	FAA Region: Eastern	
Antlers	OK	Hebbroville	TX	Coatesville	PA
Boise City	OK	Hereford	TX	Pineville	WV
Bristow	OK	Higgins	TX	FAA Region: Great Lakes	
Burns Flat	OK	Huntsville	TX	Casey	IL
Chickasha	OK	Jacksonville	TX	Dwight	IL
Clinton	OK	Jasper	TX	Fairfield	IL
Fairview	OK	Johnson City	TX	Flora	IL
Gage	OK	Kenedy	TX	Jacksonville	IL
Grove	OK	Kerrville	TX	Kewanee	IL
Guthrie	OK	Killeen	TX	Lincoln	IL
Hobart	OK	Kountze-Silsbee	TX	Litchfield	IL
Holdenville	OK	La Pryor	TX	Olney	IL
Idabel	OK	Lake Jackson	TX	Sparta	IL
Lawton	OK	Lampasas	TX	Taylorville	IL
Madill	OK	Laredo	TX	Bedford	IN
Medford	OK	Levelland	TX	Crawfordsville	IN
Miami	OK	Littlefield	TX	Frankfort	IN
Mooreland	OK	Llano	TX	Huntington	IN
Muskogee	OK	Lone Star	TX	La Porte	IN
Okmulgee	OK	Longview	TX	Marion	IN
Pauls Valley	OK	Lufkin	TX	North Vernon	IN
Perry	OK	Madisonville	TX	Rensselaer	IN
Ponca City	OK	Marble Falls	TX	Rochester	IN
Tulsa	OK	Marfa	TX	Sullivan	IN
Watonga	OK	Marshall	TX	Wabash	IN
Weatherford	OK	Mason	TX	Winamac	IN
Woodward	OK	McAllen	TX	Winchester	IN
Alice	TX	Mexia	TX	Bad Axe	MI
Alpine	TX	Midland	TX	Drummond Island	MI
Anahuac	TX	Mineola	TX	Ludington	MI
Andrews	TX	Mineral Wells	TX	Manistique	MI
Athens	TX	Mount Pleasant	TX	Mount Pleasant	MI
Atlanta	TX	Nacogdoches	TX	Rogers City	MI
Ballinger	TX	Navasota	TX	Benson	MN
Beaumont	TX	Newgulf	TX	Cambridge	MN
Big Lake	TX	Oakwood	TX	Detroit Lakes	MN
Big Sandy	TX	Olney	TX	Fosston	MN
Bonham	TX	Paducah	TX	International Falls	MN
Bowie	TX	Pampa	TX	Jackson	MN
Brady	TX	Paris	TX	Montevideo	MN
Breckenridge	TX	Pearsall	TX	New Ulm	MN
Brenham	TX	Perryton	TX	Pipestone	MN
Brownfield	TX	Plainview	TX	Roseau	MN
Brownsville	TX	Pleasanton	TX	Staples	MN
Burnet	TX	Refugio	TX	Thief River Falls	MN
Caldwell	TX	Rocksprings, Edwards County Airport	TX	Devils Lake	ND
Canadian	TX	Rosanky	TX	Ottawa	OH
Carrizo Springs	TX	San Angelo	TX	Van Wert	OH
Carthage	TX	Santa Elena	TX	Miller	SD
Center	TX	Seminole	TX	Mobridge	SD
Childress	TX	Sherman	TX	Vermillion	SD
Clarendon	TX	Snyder	TX	Land O'Lakes	WI
Cleveland	TX	Spearman	TX	Mineral Point	WI
Coleman	TX	Spofford	TX	FAA Region: New England	
Commerce	TX	Stamford	TX	Great Barrington	MA
Corpus Christi	TX	Stephenville	TX	Highgate	VT
Corsicana	TX	Stratford	TX	Newport	VT
Cotulla	TX	Sulphur Springs	TX	FAA Region: Northwest Mountain	
Crosbyton	TX	Taylor	TX	Eagle	CO
Devine	TX	Temple	TX	FAA Region: Southern	
Dumas	TX	Uvalde	TX	Alexander City	AL
Eagle Lake	TX	Vernon	TX	Monroeville	AL
Eastland	TX	Victoria	TX	Daytona Beach	FL
El Campo	TX	Waller	TX	Jacksonville	FL
El Paso	TX	Waring	TX	Milton Naval Air Station Whiting Field, North and South	FL
Ennis	TX	Wharton	TX	Pahokee	FL
Evadale	TX	Wheeler	TX	Pensacola	FL
Faifurrias	TX	Wichita Falls	TX	Sarasota	FL
Follett	TX	Wink	TX	Claxton	GA
Fort Stockton	TX	Winters	TX	Brookhaven	MS
Franklin	TX	FAA Region: Western-Pacific		Ocracoke	NC
Fredericksburg	TX	Show Low	AZ	Rutherfordton	NC
Gainesville	TX	Columbia	CA		
George West	TX	Davis	CA		
Georgetown	TX	Fresno	CA		

Name	State	Name	State	Name	State
Southport.....	NC	San Jose, San Jose International Airport..	CA	Baton Rouge.....	LA
Wallace.....	NC	San Luis Obispo.....	CA	Lake Charles, Lake Charles Regional	LA
Roosevelt Roads.....	PR	Santa Barbara.....	CA	Airport.....	LA
Page land.....	SC	Santa Catalina.....	CA	New Orleans.....	LA
Winnboro.....	SC	Vandenberg Air Force Base.....	CA	Clovis.....	NM
Livingston.....	TN	Willows, Glen County Airport.....	CA	Bartlesville.....	OK
Trenton.....	TN			Enid.....	OK
FAA Region: Southwest		Proposed Reconfiguration of Airspace		Abilene, Dyess Air Force Base.....	TX
Mena.....	AR	Areas by Changing the Shape of the		Amarillo.....	TX
West Helena.....	AR	Existing Airspace Area		Austin, Robert Mueller Municipal Airport...	TX
Fort Polk.....	LA	FAA Region: Alaskan		Borger.....	TX
Roswell.....	NM	Juneau.....	AK	Houston.....	TX
Henryetta.....	OK	Ketchikan.....	AK	Lubbock.....	TX
Bay City.....	TX	FAA Region: Eastern		San Antonio, San Antonio International	TX
Beeville.....	TX	Washington, National Airport and An-	DC	Airport.....	
College Station.....	TX	draws Air Force Base.....		FAA Region: Western-Pacific	
Edna.....	TX	Dover.....	DE	Cochise.....	AZ
Liberty.....	TX	Baltimore, Baltimore Washington Inter-	MD	Flagstaff.....	AZ
Port Isabel.....	TX	national Airport.....		Heber.....	AZ
Port Lavaca.....	TX	Babylon.....	NY	Page.....	AZ
Rockport.....	TX	Cortland.....	NY	Peach Springs.....	AZ
Sonora.....	TX	Dansville.....	NY	Portal.....	AZ
FAA Region: Western-Pacific		New York Metropolitan.....	NY	Saint Johns.....	AZ
Los Banos.....	CA	Newburgh.....	NY	Tucson, Tucson International Airport.....	AZ
Oakdale.....	CA	Utica.....	NY	Bishop.....	CA
Orland.....	CA	Lancaster.....	PA	Blythe.....	CA
Proposed Reconfiguration of Airspace Areas by Ex-		Leighton.....	PA	Burbank.....	CA
panding the Radius of the Airport From a Portion		Williamsport.....	PA	Camp Pendleton.....	CA
Equal to 5.1 Miles		FAA Region: Great Lakes		Chico.....	CA
FAA Region: Western-Pacific		Peoria.....	IL	Crescent City.....	CA
Victorville, George Air Force Base.....	CA	Indianapolis, Indianapolis International	IN	Crows Landing Naval Auxiliary Landing	CA
Proposed Reconfiguration of Airspace Areas by Es-		Airport.....		Facility.....	
ablishing a Radius of the Airport From a Portion		Detroit.....	MI	Daggett.....	CA
of the Existing Airspace Area		FAA Region: New England		Delano.....	CA
FAA Region: Alaskan		Boston.....	MA	Fortuna.....	CA
Bethel.....	AK	Falmouth.....	MA	Hanford.....	CA
Cordova, Smith Airport.....	AK	Brunswick.....	ME	Lodi.....	CA
Deadhorse.....	AK	Keene.....	NH	Lompoc, Lompoc Airport.....	CA
Emmonak.....	AK	FAA Region: Northwest Mountain		Los Angeles.....	CA
Gambell.....	AK	Aspen.....	CO	Marysville.....	CA
Gulkane.....	AK	Denver, Centennial Airport.....	CO	Monterey.....	CA
Gustavus.....	AK	Denver, Stapleton International Airport.....	CO	Paso Robles County.....	CA
Hooper Bay.....	AK	Hayden.....	CO	Redding.....	CA
Kipnuk.....	AK	Holyoke.....	CO	Rio Vista.....	CA
Kodiak.....	AK	La Junta.....	CO	Riverside.....	CA
Middleton Island.....	AK	Meeker.....	CO	Salyer Farms.....	CA
Northway.....	AK	Pueblo.....	CO	San Diego.....	CA
Petersburg.....	AK	Rifle.....	CO	San Francisco.....	CA
Point Hope.....	AK	Steamboat Springs.....	CO	Santa Rosa.....	CA
Saint Marys.....	AK	Tobe.....	CO	Stockton.....	CA
Sand Point.....	AK	Boise.....	ID	Tracy.....	CA
Shishmaref.....	AK	Idaho Falls.....	ID	Ukiah.....	CA
Sitka.....	AK	Mountain Home.....	ID	Vacaville.....	CA
Talkeetna.....	AK	Polson.....	MT	Woodland.....	CA
Togiak.....	AK	Sidney.....	MT	Guam Island.....	CO
Unalakleet.....	AK	Lakeview.....	OR	Honolulu, Honolulu International Airport.....	HI
Wrangell.....	AK	Newport.....	OR	Honolulu, Wheeler Air Force Base.....	HI
FAA Region: Eastern		Ontario.....	OR	Kahului.....	HI
Milville.....	NJ	Pendleton.....	OR	Kailua-Kona.....	HI
Albion.....	NY	Portland.....	OR	Kaneohe Marine Corp Air Station.....	HI
Norfolk.....	VA	Salem.....	OR	Lihue.....	HI
FAA Region: New England		Ogden.....	UT	Molokai.....	HI
Gorton.....	CT	Wendover.....	UT	Battle Mountain.....	NV
Augusta.....	ME	Ellensburg.....	WA	Elko.....	NV
Bangor.....	ME	Oak Harbor, Whidbey Island.....	WA	Las Vegas.....	NV
Concord.....	NH	Omak.....	WA	Mercury.....	NV
FAA Region: Southwest		Port Angeles.....	WA	Proposed Reconfiguration of Airspace Areas by De-	
Shreveport.....	LA	Seattle.....	WA	leting the Following Airspace Areas as Separate	
Oklahoma City.....	OK	Spokane.....	WA	Airspace Areas	
Palacios.....	TX	Cody.....	WY	FAA Region: Alaskan	
Tyler.....	TX	Evanston.....	WY	Annette Island.....	AK
FAA Region: Western-Pacific		Rock Springs.....	WY	Anvik.....	AK
Arcata.....	CA	Worland.....	WY	Biorka Island.....	AK
Bakersfield.....	CA	FAA Region: Southern		Farewell.....	AK
China Lake Naval Air Facility.....	CA	Fort Rucker.....	AL	Huslia.....	AK
Colusa.....	CA	Asheville.....	NC	Johnstone Point.....	AK
El Centro Naval Air Facility.....	CA	Charlotte.....	NC	Moses Point.....	AK
Oceanside.....	CA	FAA Region: Southwest		Quinhagak.....	AK
Oxnard.....	CA	Fayetteville.....	AR	Selawik.....	AK
Palmdale.....	CA	Little Rock.....	AR	Yakataga.....	AK
		Russellville.....	AR		
		Alexandria.....	LA		

Name	State	Name	State	Name	State
FAA Region: Central		Cheboygan City, County Airport.....	MI	Vermont, Vermont	
Chesterfield.....	MO	Harbor Springs.....	MI	FAA Region: Southern	
Creve Coeur.....	MO	Kalamazoo/Battle Creek International Airport.....	MI	Kentucky, Kentucky	
FAA Region: Eastern				Tennessee, Tennessee	
Hershey.....	PA	Three Rivers Muncpal-Dr. Haines Airport.....	MI	FAA Region: Southwest	
Gloucester.....	VA	Duluth, Sky Harbor Airport.....	MN	Arkansas, Arkansas	
FAA Region: Great Lakes		Eveleth-Virginia Municipal Airport.....	MN	New Mexico, New Mexico	
Lansing.....	IL	Mandan.....	ND	Oklahoma, Oklahoma	
Atterbury.....	IN	Batavia, Clermont County Airport.....	OH	FAA Region: Western-Pacific	
Logansport.....	IN	Medina.....	OH	Hawaiian Islands, Hawaii	
Peru.....	IN	FAA Region: New England		Proposed Reconfiguration of Airspace Areas by Revising the Distance from the U.S. Coast from 3 Nautical Miles to 12 Nautical Miles	
Deckerville.....	MI	New Haven.....	CT	FAA Region: Eastern	
Roscommon.....	MI	Windsor Locks, Bradley International Airport.....	CT	Delaware, Delaware	
Hettinger.....	ND	Fall River.....	MA	Maryland, Maryland	
Watford City.....	ND	Fitchburg.....	MA	New Jersey, New Jersey	
Wagner.....	SD	Fort Devens.....	MA	New York State, New York	
FAA Region: New England		New Bedford.....	MA	Virginia, Virginia	
Gloucester.....	MA	Northampton.....	MA	FAA Region: New England	
Haverhill.....	MA	Westfield.....	MA	Massachusetts, Massachusetts	
Wiscasset.....	ME	Kennebunkport.....	ME	Maine, Maine	
North Conway.....	NH	Norridgewock.....	ME	New Hampshire, New Hampshire	
Rochester.....	NH	Old Town.....	ME	FAA Region: Southern	
FAA Region: Southern		Waterville.....	ME	Alabama, Alabama	
Wetumpka.....	AL	Laconia.....	NH	Florida, Florida	
Aurora.....	NC	Manchester.....	NH	Georgia, Georgia	
Union.....	SC	Nashua.....	NH	Mississippi, Mississippi	
FAA Region: Southwest		Newport.....	RI	North Carolina, North Carolina	
Almyre.....	AR	North Kingstown.....	RI	South Carolina, South Carolina	
Conway.....	AR	Westerly.....	RI	FAA Region: Southwest	
Hampton.....	AR	West Dover.....	VT	Louisiana, Louisiana	
Stuttgart.....	AR	FAA Region: Northwest Mountain		Texas, Texas	
Coushatta.....	LA	Greybull.....	WY		
Rayville.....	LA	FAA Region: Southern			
Tallulah.....	LA	Peachtree City.....	GA		
Afton.....	OK	Prestonburg.....	KY		
Cushing.....	OK	Bogue.....	NC		
Sallisaw.....	OK	Puerto Rico.....	PR		
Caddo Mills.....	TX	Smithville.....	TN		
Fairfield.....	TX	FAA Region: Southwest			
Granbury.....	TX	Paragould.....	AR		
Hamilton.....	TX	New Roads.....	LA		
Jonestown.....	TX	Altus.....	OK		
Katy.....	TX	Pryor.....	OK		
New Braunfels.....	TX	Graford.....	TX		
Orange.....	TX	Sinton.....	TX		
Presidio.....	TX	Westlaco.....	TX		
Robstown.....	TX	Airspace Areas for States That Would Not Be Re-configured			
Terrell.....	TX	FAA Region: Central			
FAA Region: Western-Pacific		Iowa, Iowa			
Fort Jones.....	CA	Kansas, Kansas			
Little River.....	CA	Missouri, Missouri			
Placerville.....	CA	Nebraska, Nebraska			
Priest.....	CA	FAA Region: Eastern			
Hawthorne.....	NV	District of Columbia			
Wells.....	NV	Pennsylvania, Pennsylvania			
Proposed Reconfiguration of Airspace Areas by Establishing the Following Airspace Areas as Separate Airspace Areas (All Are Included in Existing Transition Areas)		West Virginia, West Virginia			
FAA Region: Alaskan		FAA Region: Great Lakes			
Bettles.....	AK	Illinois, Illinois			
Fairbanks, Eielson Air Force Base.....	AK	Indiana, Indiana			
Fairbanks, Fairbanks International Airport.....	AK	Michigan, Michigan			
Fairbanks, Wainwright Army Airfield.....	AK	Minnesota, Minnesota			
Soldotna.....	AK	Ohio, Ohio			
FAA Region: Central		Wisconsin, Wisconsin			
Olathe, Johnson County Industrial Airport.....	KS	FAA Region: New England			
Glathe, Johnson County Executive Airport.....	KS	Connecticut, Connecticut			
Topeka, Phillip Billard Airport.....	KS	Rhode Island, Rhode Island			
Boonville.....	MO				
FAA Region: Eastern					
Manville.....	NJ				
Somerville.....	NJ				
FAA Region: Great Lakes					
Lawrenceville, Vincennes International Airport.....	IL				
Columbus.....	IN				
Battle Creek, W.K. Kellogg Airport.....	MI				

Class D Airspace Areas

The FAA proposes to amend Subpart D of FAA Order 7400.9, which becomes effective September 16, 1993, by establishing the following Class D airspace areas. These areas are at airports that have an airport traffic area but do not have an associated control zone, as of April 30, 1991. The proposed lateral limits of Class D airspace areas are measured in nautical miles and the proposed vertical limits are designated at less than 2,500 feet above the surface and expressed in MSL.

FAA Region: Western-Pacific
Tucson, Ryan Field, Arizona
Mojave Airport, California
Whiteman, California

The FAA proposes to amend Subpart D of FAA Order 7400.9, which becomes effective September 16, 1993, by replacing the El Toro, California Special Air Traffic Rules Area with a Class D airspace area. This proposal is based on the FAA's amendment in the Airspace Reclassification final rule to remove and reserve Subpart R of Part 93, which describes the El Toro, California Special Air Traffic Rules Area. In the Airspace Reclassification final rule, the FAA stated that the Special Air Traffic Rule Area will become a part of the El Toro Class C airspace area. However the FAA is proposing to replace the Special Air Traffic Rules Area with a Class D airspace area. This would place a less

restrictive burden on persons who operate aircraft in the area and maintain the current two-way radio communication requirement.

TCA's and ARSA's

As a result of this review of airspace areas, the FAA proposes modifications to certain TCAs and ARSAs. These modifications are generally minor in nature and update the airspace descriptions.

The FAA proposes to modify the airspace descriptions of the Anchorage, Alaska and Chicago, Midway Airport, Illinois ARSAs, which are described in § 501 of FAA Order 7400.7 and Subpart C of FAA Order 7400.9.

The FAA proposes to simplify the airspace in the vicinity of Anchorage International Airport, Alaska ARSA by combining: (1) the Anchorage International Airport control zone; (2) Anchorage International Airport ARSA; and (3) the International Segment of the Anchorage Special Air Traffic Rules Area. Under this proposed combination of airspace areas, the basis of the radius for the Anchorage International Airport ARSA would change from the airport's geographic position to the Anchorage Air Traffic Control Tower. This change would require the radius of the Anchorage ARSA to be revised from 5 miles to 5.2 miles, which would establish a congruent boundary for the Anchorage, Alaska ARSA and the International Segment of the Anchorage Air Traffic Rules Area.

The Chicago, Midway Airport, Illinois ARSA would be revised by lowering the vertical limit so that it does not overlap the floor of the Chicago, O'Hare International Airport, Illinois TCA. The existing Midway Airport ARSA description shows a vertical limit of 4,000 feet MSL but excludes the O'Hare International Airport TCA. The O'Hare International Airport TCA, which is above the entire Midway Airport ARSA, has a floor of either 3,000 feet MSL or 3,600 feet MSL in the areas above the Midway Airport ARSA. Therefore, the proposal to lower the vertical limit of Midway Airport ARSA's legal description from 4000 feet to 3,600 feet MSL while continuing to exclude the O'Hare TCA, would correct the current airspace description and would not modify operations under VFR.

The FAA also proposes minor changes in existing descriptions of certain TCAs and ARSAs. These changes would modify the names of certain areas, or revise language used in the legal description, for the purpose of consistency, but would not result in

substantive changes in the dimensions of the affected airspace. The proposal also includes a review by the National Ocean Service (NOS) of the geographic positions that appear in the legal descriptions of control areas and transition areas. For the control zones associated with TCAs and ARSAs to be congruent with the surface areas of TCAs and ARSAs, the geographic positions in the legal descriptions of TCAs and ARSAs would also be revised.

The FAA proposes to modify the names of the following ARSAs, which are described in § 501 of FAA Order 7400.7 and Subpart C of FAA Order 7400.9: Atlantic City Airport, New Jersey, renamed Atlantic City International Airport, New Jersey; Rochester-Monroe County Airport, New York, renamed Rochester International Airport, New York; Champaign University of Illinois-Willard Airport, Illinois, renamed Champaign-Urbana, University of Illinois-Willard Airport, Illinois; Greater Peoria Airport, Illinois, renamed Peoria, Greater Peoria Regional Airport, Illinois; Evansville Dress Regional Airport, Indiana, renamed Evansville, Regional Airport, Indiana; Fort Wayne, Municipal Airport, Indiana, renamed Fort Wayne, Baer Field, Indiana; Michigana Regional Airport, South Bend, Indiana, renamed South Bend, Michigana Regional Airport, Indiana; Flint Bishop Airport, Michigan, renamed Flint, Bishop International Airport, Michigan; Port Columbus International Airport, Columbus, Ohio, renamed Columbus, Port Columbus International Airport, Ohio; James M. Cox Dayton International Airport, Ohio, renamed Dayton, James M. Cox Dayton International Airport, Ohio; Green Bay, Austin Straubel Field, Wisconsin, renamed Green Bay, Austin Straubel International Airport, Wisconsin; General Mitchell Field, Milwaukee, Wisconsin, renamed Milwaukee, General Mitchell International Airport, Wisconsin; Bradley International Airport, Windsor Locks, Connecticut, renamed Windsor Locks, Connecticut; Fairchild Air Force Base, Washington, renamed Spokane, Fairchild Air Force Base, Washington; Bates Field, Mobile, Alabama, renamed Mobile, Mobile Regional Airport, Alabama; Huntsville-Madison County Carl T. Jones Field, Alabama, renamed Huntsville International-Carl T. Jones Field, Alabama; Tallahassee Municipal Airport, Florida renamed Tallahassee Regional Airport, Florida; Whiting Naval Air Station, Florida, renamed Milton

Naval Air Station, Whiting Field, Florida; Greater Cincinnati International Airport, Kentucky renamed Cincinnati-Northern Kentucky International Airport, Kentucky; Jackson, Allen C. Thompson Field, Mississippi, renamed Jackson International Airport, Mississippi; Greensboro-High Point-Winston Salem Regional Airport, North Carolina, renamed Greensboro-Piedmont Triad International Airport, North Carolina; Raleigh-Durham Airport, North Carolina, renamed Raleigh-Durham International Airport, North Carolina; Nashville Metropolitan Airport, Tennessee, renamed Nashville International Airport, Tennessee; Davis-Monthan Air Force Base, Arizona, renamed Tucson Davis-Monthan Air Force Base, Arizona; Beale Air Force Base, California, renamed Marysville, Beale Air Force Base, California; Castle Air Force Base, California, renamed Merced, Castle Air Force Base, California; March Air Force Base, California, renamed Riverside, March Air Force Base, California; Mather Air Force Base, California, renamed Sacramento, Mather Air Force Base, California; McClellan Air Force Base, California, renamed Sacramento, McClellan Air Force Base, California; Metropolitan Oakland International Airport, California, renamed Oakland (Metropolitan) International Airport, California; Norton Air Force Base, California, renamed San Bernardino, Norton Air Force Base, California; and Santa Ana, California, renamed Santa Ana, John Wayne Airport/Orange County, California.

The FAA proposes to incorporate minor, non-substantive changes in the legal descriptions of the TCAs listed below, which are described in § 401 of FAA Order 7400.7 and Subpart B of FAA Order 7400.9. These include terminology such as changing "½" to "0.5," replacing existing references to control zones with language to describe the same airspace, replacing "VORTAC" with "VOR/DME," and any changes necessary for charting purposes. For example, the proposed revision to the Phoenix, Arizona TCA would revise the airspace description because of the replacement of the Salt River VORTAC with the Phoenix VORTAC. The airspace that is based on a radial from the Salt River VORTAC would be replaced with the geographic positions of the boundary, which would not revise the actual airspace area. The Phoenix TCA would be revised if that same airspace were based on a radial from the Phoenix VORTAC.

Name and facility	Current geographic position		Proposed geographic position	
FAA Region: Central Kansas City, MO Kansas City International Airport.....	lat. 39°18'18"N, 94°42'40"W..	long.	lat. 39°17'57"N, 94°43'04"W.	long.
Sherman Army Airfield.....	lat. 39°22'10"N, 94°54'45"W..	long.	lat. 39°22'06"N, 94°54'52"W.	long.
FAA Region: Eastern Washington, Tri-Area, DC Andrews Air Force Base.....	lat. 38°48'40"N, 76°52'05"W..	long.	lat. 38°48'39"N, 76°52'02"W.	long.
Washington National Airport.....	lat. 38°51'07"N, 77°02'17"W..	long.	lat. 38°51'08"N, 77°02'17"W.	long.
New York, NY John F. Kennedy International Airport.....	lat. 40°38'25"N, 73°46'41"W..	long.	lat. 40°38'25"N, 73°46'42"W.	long.
LaGuardia Airport.....	lat. 40°46'36"N, 73°52'24"W..	long.	lat. 40°46'38"N, 73°52'23"W.	long.
Newark International Airport.....	lat. 40°41'40"N, 74°10'02"W..	long.	lat. 40°41'34"N, 74°10'08"W.	long.
Kennedy VORTAC.....	lat. 40°37'59"N, 73°46'25"W..	long.	lat. 40°37'58"N, 73°46'19"W.	long.
Philadelphia, PA Philadelphia International Airport.....	lat. 39°52'23"N, 75°14'58"W..	long.	lat. 39°52'13"N, 75°14'43"W.	long.
Pittsburgh, PA Greater Pittsburgh International Airport.....	lat. 40°29'37"N, 80°13'54"W..	long.	lat. 40°29'29"N, 80°13'58"W.	long.
FAA Region: Great Lakes Chicago, IL Chicago O'Hare International Airport.....	lat. 41°58'57"N, 87°54'25"W..	long.	lat. 41°58'46"N, 87°54'16"W.	long.
Detroit, MI Detroit Metropolitan Wayne County Airport.....	lat. 42°13'07"N, 83°20'55"W..	long.	lat. 42°12'55"N, 83°20'55"W.	long.
Cleveland, OH Cleveland-Hopkins International Airport.....	lat. 41°24'37"N, 81°50'56"W..	long.	lat. 41°24'39"N, 81°50'58"W.	long.
Cleveland-Hopkins DME antenna.....	lat. 41°24'15"N, 81°51'44"W..	long.	lat. 41°24'15"N, 81°51'43"W.	long.
Burke-Lakefront Airport.....	lat. 41°30'45"N, 81°41'15"W..	long.	lat. 41°31'03"N, 81°41'01"W.	long.
FAA Region: New England Boston, MA Logan International Airport.....	lat. 42°21'47"N, 71°00'19"W..	long.	lat. 42°21'51"N, 71°00'20"W.	long.
Boston VORTAC.....	lat. 42°21'28"N, 70°59'38"W..	long.	lat. 42°21'27"N, 70°59'24"W.	long.
FAA Region: Northwest Mountain Denver, CO Stapleton International Airport.....	lat. 39°45'55"N, 104°52'46"W..	long.	lat. 39°46'28"N, 104°52'45"W.	long.
FAA Region: Southern Miami, FL Miami International Airport.....	lat. 25°47'34"N, 80°17'10"W..	long.	lat. 25°47'34"N, 80°17'26"W.	long.
Atlanta, GA The William B. Hartsfield International Airport.....	lat. 33°38'31"N, 84°25'34"W..	long.	lat. 33°38'25"N, 84°25'37"W.	long.
Charlotte, NC Gastonia Municipal Airport.....	lat. 35°12'01"N, 81°09'04"W..	long.	lat. 35°12'00"N, 81°09'01"W.	long.
Memphis, TN Memphis International Airport.....	lat. 35°02'59"N, 89°58'43"W..	long.	lat. 35°02'51"N, 89°58'43"W.	long.
FAA Region: Southwest New Orleans, LA New Orleans International Airport—Moisant Field.....	lat. 29°59'30"N, 90°15'37"W..	long.	lat. 29°59'35"N, 90°15'28"W.	long.
Callendar Naval Air Station.....	lat. 29°49'40"N, 90°01'25"W..	long.	lat. 29°49'30"N, 90°02'06"W.	long.
Houston, TX Houston Intercontinental Airport.....	lat. 29°59'08"N, 95°20'46"W..	long.	lat. 29°58'49"N, 95°20'22"W.	long.
West Houston Airport.....	lat. 29°49'02"N, 95°40'29"W..	long.	lat. 29°49'05"N, 95°40'21"W.	long.
FAA Region: Western-Pacific Los Angeles, CA Los Angeles International Airport.....	lat. 33°56'25"N, 118°24'10"W..	long.	lat. 33°56'33"N, 118°24'26"W.	long.
San Diego, CA San Diego International/Lindbergh Field.....	lat. 32°43'58"N, 117°11'14"W..	long.	lat. 32°44'01"N, 117°11'12"W.	long.

Name and facility	Current geographic position		Proposed geographic position	
Miramar Naval Air Station	lat. 32°52'30"N., 117°08'15"W..	long.	lat. 32°52'09"N., 117°08'37"W.	long.
San Francisco, CA San Francisco International Airport.....	lat. 37°37'07"N., 122°22'35"W..	long.	lat. 37°37'09"N., 122°22'26"W.	long.
Honolulu, HI Honolulu International Airport.....	lat. 21°19'20"N., 157°55'27"W..	long.	lat. 21°19'19"N., 157°55'31"W.	long.
Las Vegas, NV McCarran International Airport.....	lat. 36°04'48"N., 115°09'08"W..	long.	lat. 36°04'50"N., 115°09'01"W.	long.

The FAA proposes to modify the legal description of the ARSAs listed below as well as minor revisions to Windsor Locks, Bradley International Airport, Connecticut, and Santa Barbara,

California. The legal descriptions are contained in § 501 of FAA Order 7400.7 and Subpart C of FAA Order 7400.9. These changes include phraseology changes, use of decimals instead of

fractions, deletion of the word "nautical" in references to nautical miles, use of consist format in the airspace descriptions, and any changes necessary for charting purposes.

Name and facility	Current geographic position	Proposed geographic position
FAA Region: Central		
Cedar Rapids, IA Cedar Rapids Municipal Airport	lat. 41°53'04"N., long. 91°42'31"W.	lat. 41°53'05"N., long. 91°42'39"W.
Omaha, NE Eppley Airfield	lat. 41°18'04"N., long. 95°53'36"W.	lat. 41°18'08"N., long. 91°53'36"W.
Omaha, NE Offutt Air Force Base	lat. 41°07'06"N., long. 95°54'42"W.	lat. 41°07'06"N., long. 95°54'44"W.
FAA Region: Eastern		
Atlantic City, NJ Atlantic City International Airport.....	lat. 39°27'24"N., long. 74°34'41"W.	lat. 39°27'27"N., long. 74°34'39"W.
Buffalo, NY Buffalo Airfield.....	lat. 42°51'40"N., long. 78°43'00"W.	lat. 42°51'43"N., long. 78°43'01"W.
Syracuse, NY Syracuse Hancock International Airport.....	lat. 43°06'44"N., long. 76°06'32"W.	lat. 43°06'40"N., long. 76°06'24"W.
Norfolk, VA Langley Air Force Base	lat. 37°05'05"N., long. 76°21'25"W.	lat. 37°04'58"N., long. 76°21'39"W.
Roanoke, VA Roanoke Regional Airport	lat. 37°19'29"N., long. 79°58'35"W.	lat. 37°19'31"N., long. 79°58'32"W.
FAA Region: Great Lakes		
Moline, IL Quad City Airport	lat. 41°26'55"N., long. 90°30'29"W.	lat. 41°26'55"N., long. 90°30'24"W.
Peoria, IL Greater Peoria Regional Airport	lat. 40°39'53"N., long. 89°41'31"W.	lat. 40°39'53"N., long. 89°41'30"W.
Fort Wayne, IN Fort Wayne Municipal Airport.....	lat. 40°58'42"N., long. 85°11'28"W.	lat. 40°58'42"N., long. 85°11'41"W.
Indianapolis, IN Indianapolis International Airport.....	lat. 39°43'28"N., long. 86°17'00"W.	lat. 39°43'12"N., long. 86°17'13"W.
South Bend, IN Michiana Regional Airport	lat. 41°42'17"N., long. 86°19'00"W.	lat. 41°42'20"N., long. 86°19'04"W.
Lansing, MI Capital City Airport.....	lat. 42°46'43"N., long. 84°35'14"W.	lat. 42°46'43"N., long. 84°35'15"W.
Akron, OH Akron-Canton Regional Airport.....	lat. 40°55'01"N., long. 81°26'30"W.	lat. 40°54'59"N., long. 81°26'33"W.
Dayton, OH James M. Cox International Airport.....	lat. 39°54'04"N., long. 84°13'12"W.	lat. 39°54'08"N., long. 84°13'10"W.
Green Bay, WI Austin Straubel International Airport	lat. 44°29'17"N., long. 88°07'39"W.	lat. 44°29'06"N., long. 88°07'43"W.
Milwaukee, WI General Mitchell Field.....	lat. 42°56'49"N., long. 87°53'49"W.	lat. 42°56'48"N., long. 87°53'49"W.
FAA Region: New England		
Providence, RI Theodore Francis Green State Airport.....	lat. 41°43'31"N., long. 71°25'41"W.	lat. 41°43'30"N., long. 71°25'42"W.
FAA Region: Northwest Mountain		
Colorado Springs, CO Colorado Springs Municipal Airport.....	lat. 38°48'31"N., long. 104°42'35"W.	lat. 38°48'43"N., long. 104°42'40"W.
Portland, OR Evergreen Airport, WA	lat. 45°37'20"N., long. 122°31'15"W.	lat. 45°37'20"N., long. 122°31'41"W.
Pearson Airpark, WA.....	lat. 45°37'17"N., long. 122°39'22"W.	lat. 45°37'15"N., long. 122°39'26"W.
Spokane, WA Fairchild Air Force Base	lat. 47°36'54"N., long. 117°39'24"W.	lat. 47°36'54"N., long. 117°39'25"W.
Whidbey Island, WA Whidbey Island Naval Air Station, Ault Field	lat. 48°21'06"N., long. 122°39'12"W.	lat. 48°21'08"N., long. 122°39'15"W.
FAA Region: Southern		
Mobile, AL Mobile Regional Airport	lat. 30°41'23"N., long. 88°14'31"W.	lat. 30°41'28"N., long. 88°14'34"W.
Huntsville, AL Huntsville International Airport-Carl T. Jones Field.....	lat. 34°38'28"N., long. 86°46'26"W.	lat. 34°38'28"N., long. 86°46'27"W.

Name and facility	Current geographic position	Proposed geographic position
Fort Lauderdale, FL Fort Lauderdale-Hollywood International Airport.....	lat. 26°04'19"N., long. 80°09'13"W.	lat. 26°04'20"N., long. 80°09'11"W.
Palm Beach, FL Palm Beach County Airpark.....	lat. 26°35'36"N., long. 80°05'09"W.	lat. 26°35'33"N., long. 80°05'08"W.
Pensacola Naval Air Station, FL Forrest Sherman Field.....	lat. 30°21'12"N., long. 87°19'12"W.	lat. 30°21'10"N., long. 87°19'13"W.
Tallahassee, FL Tallahassee Regional Airport.....	lat. 30°23'45"N., long. 84°21'02"W.	lat. 30°23'47"N., long. 84°21'02"W.
Savannah, GA Savannah International Airport.....	lat. 32°07'39"N., long. 81°12'09"W.	lat. 32°07'38"N., long. 81°12'09"W.
Covington, KY Cincinnati-Northern Kentucky International Airport.....	lat. 39°02'52"N., long. 84°40'00"W.	lat. 39°02'46"N., long. 84°39'38"W.
Lexington, KY Blue Grass Airport.....	lat. 38°02'12"N., long. 84°36'21"W.	lat. 38°02'13"N., long. 84°36'20"W.
Columbus, MS Columbus Air Force Base.....	lat. 33°38'36"N., long. 88°26'36"W.	lat. 33°38'37"N., long. 88°26'38"W.
Jackson, MS Jackson International Airport.....	lat. 32°18'36"N., long. 90°04'28"W.	lat. 32°18'40"N., long. 90°04'33"W.
Fayetteville, NC Fayetteville Municipal/Grannis Field Airport.....	lat. 34°59'26"N., long. 78°52'50"W.	lat. 34°59'29"N., long. 78°52'49"W.
Gray's Creek Airport.....	lat. 34°53'01"N., long. 78°50'09"W.	lat. 34°53'03"N., long. 78°50'09"W.
Greensboro, NC Greensboro/Piedmont Triad International Airport.....	lat. 36°05'47"N., long. 79°56'21"W.	lat. 36°05'51"N., long. 79°56'15"W.
Pope Air Force Base, NC Pose Air Force Base.....	lat. 35°09'58"N., long. 79°01'03"W.	lat. 35°10'15"N., long. 79°00'53"W.
Raleigh, NC Raleigh-Durham International Airport.....	lat. 35°52'19"N., long. 78°47'07"W.	lat. 35°52'39"N., long. 78°47'15"W.
Columbia, SC Owens Downtown Airport.....	lat. 33°58'28"N., long. 80°59'55"W.	lat. 33°58'14"N., long. 80°59'45"W.
Greer, SC Greenville-Spartanburg Airport.....	lat. 34°53'47"N., long. 82°13'07"W.	lat. 34°53'56"N., long. 82°12'50"W.
Shaw Air Force Base, SC Shaw Air Force Base.....	lat. 33°58'24"N., long. 80°28'24"W.	lat. 33°58'22"N., long. 80°28'23"W.
Sumter Municipal Airport.....	lat. 33°59'42"N., long. 80°21'45"W.	lat. 33°59'41"N., long. 80°21'41"W.
Chattanooga, TN Lovell Field.....	lat. 35°02'07"N., long. 85°12'15"W.	lat. 35°02'07"N., long. 85°12'14"W.
Nashville, TN Nashville International Airport.....	lat. 36°07'37"N., long. 86°40'53"W.	lat. 36°07'31"N., long. 86°40'35"W.
FAA Region: Southwest		
Little Rock, AR Adams Field.....	lat. 34°43'48"N., long. 92°13'59"W.	lat. 34°44'48"N., long. 92°13'27"W.
Barksdale Air Force Base, LA Shreveport Downtown Airport.....	lat. 32°32'33"N., long. 93°44'40"W.	lat. 32°32'23"N., long. 93°44'40"W.
Shreveport Regional Airport.....	lat. 32°26'48"N., long. 93°49'30"W.	lat. 32°26'47"N., long. 93°49'32"W.
Baton Rouge, LA Ryan Field.....	lat. 30°31'57"N., long. 91°08'59"W.	lat. 30°31'59"N., long. 91°08'58"W.
Lafayette, LA Lafayette Regional Airport.....	lat. 30°12'14"N., long. 91°59'16"W.	lat. 30°12'18"N., long. 91°59'15"W.
Shreveport, Shreveport Regional Airport, LA Shreveport Regional Airport.....	lat. 32°26'48"N., long. 93°49'30"W.	lat. 32°26'47"N., long. 93°49'32"W.
Albuquerque, NM Albuquerque International Airport.....	lat. 35°02'30"N., long. 106°36'23"W.	lat. 35°02'27"N., long. 106°36'29"W.
Oklahoma City, Tinker Air Force Base and Will Rogers World Airport, OK Tinker Air Force Base.....	lat. 35°25'06"N., long. 97°23'18"W.	lat. 35°25'06"N., long. 97°23'20"W.
University of Oklahoma Westheimer Airpark.....	lat. 35°15'00"N., long. 97°28'00"W.	lat. 35°14'44"N., long. 97°28'19"W.
Tulsa, OK Tulsa International Airport.....	lat. 36°11'54"N., long. 95°53'16"W.	lat. 36°11'54"N., long. 95°53'17"W.
Amarillo, TX Amarillo International Airport.....	lat. 35°13'16"N., long. 101°42'37"W.	lat. 35°13'10"N., long. 101°42'20"W.
Abilene, Dyess Air Force Base, TX Dyess Air Force Base.....	lat. 32°25'12"N., long. 99°51'12"W.	lat. 32°25'12"N., long. 99°51'24"W.
Del Rio, TX Laughlin Air Force Base.....	lat. 29°21'35"N., long. 100°46'35"W.	lat. 29°21'35"N., long. 100°46'38"W.
El Paso, TX West Texas Airport.....	lat. 31°43'10"N., long. 106°14'37"W.	lat. 31°43'11"N., long. 106°14'20"W.
FAA Region: Western-Pacific		
Tucson, Davis-Monthan Air Force Base and Tucson International Airport, AZ Davis-Monthan Air Force Base.....	lat. 32°09'54"N., long. 110°52'54"W.	lat. 32°09'59"N., long. 110°52'57"W.
Tucson International Airport.....	lat. 32°07'06"N., long. 110°56'35"W.	lat. 32°06'58"N., long. 110°56'26"W.
El Toro, CA El Toro Marine Corps Air Station.....	lat. 33°40'34"N., long. 117°43'49"W.	lat. 33°40'03"N., long. 117°43'06"W.
Fresno, CA Fresno Air Terminal Airport.....	lat. 36°46'28"N., long. 119°42'58"W.	lat. 36°46'34"N., long. 119°43'02"W.
Merced, Castle Air Force Base, CA Castle Air Force Base.....	lat. 37°22'52"N., long. 120°34'00"W.	lat. 37°22'50"N., long. 120°34'02"W.
Monterey, CA Monterey Peninsula Airport.....	lat. 36°35'19"N., long. 121°50'52"W.	lat. 36°35'13"N., long. 121°50'31"W.
Ontario, CA Ontario International Airport.....	lat. 34°03'26"N., long. 117°36'29"W.	lat. 34°03'22"N., long. 117°36'01"W.
Upland Cable Airport.....	lat. 34°06'50"N., long. 117°41'20"W.	lat. 34°06'43"N., long. 117°41'12"W.

Name and facility	Current geographic position	Proposed geographic position
Chino Airport Riverside, CA	lat. 33°58'30"N., long. 117°38'00"W.	lat. 33°58'31"N., long. 117°38'10"W.
March Air Force Base Sacramento, McClellan Air Force Base, CA	lat. 33°53'01"N., long. 117°15'38"W.	lat. 33°52'50"N., long. 117°15'31"W.
McClellan Air Force Base Sacramento, Sacramento Metropolitan Airport, CA	lat. 38°40'02"N., long. 121°23'58"W.	lat. 38°40'04"N., long. 121°23'58"W.
Metropolitan Airport San Bernardino, Norton Air Force Base, CA	lat. 38°41'44"N., long. 121°36'01"W.	lat. 38°41'44"N., long. 121°35'23"W.
Norton Air Force Base San Jose, CA	lat. 34°05'43"N., long. 117°14'03"W.	lat. 34°05'43"N., long. 117°14'12"W.
San Jose International Airport Kahului, HI	lat. 37°21'41"N., long. 121°55'38"W.	lat. 37°21'42"N., long. 121°55'39"W.
Kahului Airport Reno, NV	lat. 20°54'07"N., long. 156°25'59"W.	lat. 20°54'07"N., long. 156°26'00"W.
Cannon International Airport	lat. 39°29'52"N., long. 119°46'04"W.	lat. 39°29'57"N., long. 119°46'02"W.

Incorporation by Reference

The FAA proposes to amend the airspace descriptions of all control zones and transition areas. These descriptions are not listed in the Code of Federal Regulations (CFR) and are not set forth in the full text of this NPRM. The full listing for all control zones and transition areas is contained in FAA Order 7400.7, *Compilation of Regulations*, effective November 1, 1991, which is incorporated by reference in 14 CFR 71.1.

Under the Airspace Reclassification final rule, the airspace descriptions for control zones and transition areas are set forth as Class D and Class E airspace areas in Subparts D and E of FAA Order 7400.9, *Airspace Reclassification*, effective September 16, 1993, which is also incorporated by reference in 14 CFR 71.1. These descriptions are not listed in the CFR and are not set forth in the full text of this NPRM.

Subsequent to the final agency coordination resulting in the issuance of the final rule for Airspace Reclassification (56 FR 65638), the FAA reviewed various airspace descriptions for TCAs and ARSAs. These airspace descriptions are contained in §§ 401 and 501 of FAA Order 7400.7. As a result of this review, the FAA made editorial, non-substantive revisions to those airspace descriptions. With the exception of the proposed revision to the surface area of the Anchorage, Alaska ARSA, these revisions either changed the name of the airspace description, the language of the legal description of the airspace, or the language for charting purposes. These revisions did not change the dimensions of the affected airspace areas, nor did they alter the substantive provisions of the final rule. The FAA intends, therefore, to include these revisions as part of this rulemaking action. This action is necessary to expeditiously correct the final rule issued on

December 17, 1991, and to clarify regulatory requirements.

The airspace descriptions for TCAs and ARSAs are not found in the CFR and were not set forth in the full text of the final rule. The complete listing for all TCAs and ARSAs can be found in §§ 401 and 501 of FAA Order 7400.7, *Compilation of Regulations*, effective November 1, 1991, which is incorporated by reference in 14 CFR 71.1. The airspace descriptions for TCAs and ARSAs are set forth as Class B and Class C airspace areas in Subparts B and C of FAA Order 7400.9, *Airspace Reclassification*, which is also incorporated by reference in 14 CFR 71.1 (effective until September 16, 1993).

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1980 (Pub. L. 96-511), there are no requirements for information collection associated with this proposed rule.

Regulatory Evaluation Summary

This section summarizes the regulatory evaluation prepared by the FAA. The regulatory evaluation provides more detailed information on estimates of the potential economic consequences of this proposal. This summary and the evaluation quantify, to the extent practicable, the estimated costs of the proposal to the private sector, consumers, and Federal, state, and local governments, and also the anticipated benefits.

Executive Order 12291, dated February 17, 1981, directs Federal agencies to promulgate new regulations or modify existing regulations only if potential benefits to society for each regulatory change outweigh potential costs. The order also requires the preparation of a Regulatory Impact Analysis of all "major" rules except those responding to emergency situations or other narrowly defined exigencies. A "major" rule is one that is likely to result in an annual effect on the

economy of \$100 million or more, a major increase in consumer costs, or a significant adverse effect on competition.

The FAA has determined that this proposal is not "major" as defined in the executive order. Therefore, a full regulatory impact analysis, which includes the identification and evaluation of cost-reducing alternatives to the proposal, has not been prepared. Instead, the agency has prepared a more concise document termed a "regulatory evaluation," which analyzes only this proposed rule without identifying alternatives. In addition to a summary of the regulatory evaluation, this section also contains an initial regulatory flexibility determination required by the 1980 Regulatory Flexibility Act (Pub. L. 96-354) and an international trade impact assessment. For more detailed economic information, the reader should consult the regulatory evaluation contained in the docket.

This regulatory evaluation summary analyzes the potential costs and benefits of the proposed amendment of part 71 of the FAR. The proposed rule would accomplish this task by revising each of the following areas:

- Control Zones and Associated Transition Areas for the Primary Airport of a TCA or an ARSA;
- Control Zones and Associated Transition Areas for Airports with Operating Control Towers that are not the Primary Airport of a TCA or ARSA;
- Control Zones and Associated Transition Areas for Airports without Operating Control Towers; and,
- Transition Areas not Associated with Control Zones.

This NPRM was prompted by the Airspace Reclassification rule and complements that rule. It would ensure that implementation of the Airspace Reclassification rule will meet the new classifications related to Class D and Class E airspace areas. The proposed rule would modify the lateral and

vertical dimensions of airspace areas. This proposed rule is expected to ease the conversion from the existing control zones and associated transition areas to Class D and Class E airspace areas and is consistent with the primary intent of the Airspace Reclassification rule, which is to simplify U.S. airspace.

This proposed rule and the final rule for Airspace Reclassification are integral parts of the FAA's general rulemaking effort to reclassify U.S. airspace. The Airspace Reclassification rule represents the policy action and this proposed rule represents the procedural action of accomplishing the airspace reclassification.

The Airspace Reclassification rule was issued on December 17, 1991 (56 FR 65638). The costs of modifying the charts (including symbol changes) and the benefits of enhanced safety and airspace simplification that otherwise would have been reflected in this proposed rule have already been attributed to the Airspace Reclassification rule. The FAA recognizes that part of those benefits (enhanced safety and simplification of U.S. airspace) and costs (\$1.9 million) estimated for the Airspace Reclassification rule flow directly from this proposed rule, although it is difficult to estimate in what proportion. Therefore, the types of costs and benefits this proposal shares with the Airspace Reclassification rule are highlighted in the following sections.

Costs

This proposal is not expected to impose costs on either aircraft operators (e.g., in terms of the inconvenience of having to engage in two-way radio communications with air traffic control or additional circumnavigation) or society (e.g., in terms of lowered safety). However, this proposal would impose additional administrative duties on the FAA. The costs required to perform those duties have already been accounted for in the Airspace Reclassification rule. The FAA administrative costs imposed by this proposal are part of the \$1.9 million (discounted) estimate derived for the Airspace Reclassification rule, which will be briefly discussed below.

The assessment that no costs would be imposed on either aircraft operators or society is based on an evaluation of each of the four areas that would be affected by this NPRM for Terminal Airspace Reconfiguration:

(1) *Control zones and associated transition areas for the primary airports of TCAs or ARSAs.* This proposed requirement would not impose any additional requirements for aircraft

operators in either TCAs or ARSAs. The lateral boundaries and vertical limits of control zones and associated transition areas for the primary airports of TCAs or ARSAs would remain essentially unchanged.

(2) *Control zones and associated transition areas for airports with operating control towers not associated with the primary airports of TCAs or ARSAs.* This proposed requirement would not impose any additional requirements for aircraft operators in either TCAs or ARSAs. Control zones for airports with operating control towers not associated with TCAs or ARSAs have been reviewed according to the revised criteria to ensure that the control zones contain intended terminal operations under IFR. The proposed modifications exclude satellite airports without operating control towers from control zones as long as aviation safety is not jeopardized.

This component of the proposed rule would provide relief to aircraft operators. Under existing rules, there is a communication requirement for pilots operating within an airport traffic area that extends from the surface up to but not including 3,000 feet above the airport. The FAA proposes that control zones terminate at an altitude that would accommodate terminal operations under IFR. In most cases, this altitude is 2,500 feet above the surface, rounded to the nearest 100-foot increment, and expressed in MSL. This component of the proposed rule would relieve operators of the need to circumnavigate the control zone or the inconvenience of having to engage in two-way radio communications with air traffic control in the airspace more than 2,500 feet above the surface. These control zones still would be indicated on aeronautical charts by a segmented blue line.

(3) *Control zones and associated transition areas for airports without operating control towers.* As noted previously for the other components of the proposed rule, this proposed action would not impose any additional costs on either aircraft operators or society. This component is procedural in nature. The control zones would extend upward from the surface and terminate at the overlying or adjacent controlled airspace.

(4) *Transition areas not associated with control zones.* This component of the proposed rule would not impose additional costs on either aircraft operators or society. Transition areas that are not associated with control zones have been reviewed under the revised criteria to ensure that the

transition areas contain intended operations under IFR.

The cost to the FAA associated with this Terminal Airspace Reconfiguration proposal is included in the \$1.9 million cost estimate of the Airspace Reclassification rule. As discussed above, this is because the FAA's administrative costs, which include modification of manuals, charts, and training materials, have already been accounted for in the Airspace Reclassification rule. For a detailed discussion of how these costs were derived, the reader is directed to the final regulatory evaluation of the Airspace Reclassification rule. A brief discussion explaining each of these costs is presented below.

Aeronautical Charts

The terminal airspace reconfiguration proposal would result in modifications to the aeronautical charts. All of these changes have already been included as part of the estimated \$1.2 million charting costs for the Airspace Reclassification rule.

Air Traffic Training Courses

The cost of revising the courses used to instruct new traffic controllers in the terminal airspace areas is part of an estimated \$52,000 (discounted) in controller training costs. This includes developing and conducting a one-week seminar for FAA student controllers (\$9,000) and revising lesson plans, visual aids, handouts, laboratory exercises, and tests (\$43,000).

Pilot Re-education

The cost of re-educating the pilot community about the modifications in the terminal airspace reconfiguration proposal is part of an estimated \$618,000 (discounted). This includes publishing and mailing an advisory circular (\$550,000) and producing a video tape documenting the new airspace classifications (\$68,000).

Conversion of Statute Miles to Nautical Miles

The statute mile designations in FAA Order 7400.7, Compilation of Regulations, and FAA Order 7400.9, Airspace Reclassification, are being converted to nautical miles as part of the Airspace Reclassification rule. The terminal airspace reconfiguration proposal would share some of the \$1,200 (discounted) cost to complete this conversion.

Benefits. The proposed rule is expected to generate total incremental benefits (qualitative) in the form of enhanced safety and operational

efficiency to the aviation community by ensuring that the potential benefits of the airspace reclassification rule materialize as expected. A brief discussion of most of those safety and operational efficiency benefits is provided below.

Increased Safety Due to Better Understanding and Simplification

The FAA believes that the simplified classification in this proposal and the Airspace Reclassification rule will reduce airspace complexity and thereby enhance safety by reducing a possible source of confusion to pilots. This airspace reclassification essentially mirrors the new ICAO airspace designations, except there will be no Class F in the United States. This proposal and that rule would also increase safety in the United States because foreign pilots operating aircraft in U.S. airspace will be familiar with the airspace designations and classification system.

Another simplification that is expected to help increase airspace safety is correlating the class of controlled airspace currently termed a control zone with the airspace of the surrounding area. There are now several types of designated airspace around an airport that make it difficult for pilots and controllers to determine how the areas are classified and which requirements apply. After the reclassification, the terminology will be simplified.

The conversion of statute mile designations to nautical mile designations is intended to simplify operations further. Instruments on board the aircraft are calibrated in nautical miles and aviation charts have representations in nautical miles. Therefore, pilots will no longer have to convert between nautical and statute miles. This simplification will help pilots to operate in and controllers to control traffic in the airspace designated in part 71.

Conclusion. This proposal is not expected to impose costs on either aircraft operators (in terms of additional equipment or additional circumnavigation) or society (in terms of lowered safety). This proposal would impose additional administrative duties on the FAA. However, the costs required to perform those duties have already been accounted for in the Airspace Reclassification rule. The FAA administrative costs imposed by this proposal are part of the \$1.9 million (discounted) estimate derived for the Airspace Reclassification rule. The proposal would ensure a simpler, more efficient, and more uniform airspace

system as expected under the Airspace Reclassification rule. This proposed action would ultimately result in increased safety to the aviation community. Thus, the FAA concludes that the benefits of the proposal are greater than its costs.

International Trade Impact Assessment

This proposed rule would affect only airspace inside of the United States. It would not impose any adverse operating requirements on foreign aircraft operators. A number of foreign aircraft operators are already operating under airspace requirements similar to those in the U.S. Airspace Reclassification rule and proposed in this NPRM. By September 16, 1993, virtually all foreign aircraft operators will be operating in airspace having designations and requirements similar to those requirements set forth in this NPRM and in the Airspace Reclassification rule (which is based on ICAO airspace classifications). Also, this proposal would not affect the sale of foreign aviation products or services in the United States, or the sale of United States products or services in foreign countries.

Initial Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 (RFA) was enacted by Congress to ensure that small entities are not unnecessarily and disproportionately burdened by Government regulations. The RFA requires agencies to review rules that may have "a significant economic impact on a substantial number of small entities." The small entities that could be potentially affected by the implementation of this proposed rule are pilot training schools.

As discussed in the Airspace Reclassification rule, training materials used in the courses offered by the pilot training schools would have to be modified to reflect the changes of the airspace reclassification. However, it was determined that pilot training schools would not incur any cost impact because the documents they use must be updated regularly as a normal course of business. Thus, it has been determined that there would be no cost impact to those pilot training schools. Therefore, the FAA believes that this proposed rule would not have a significant economic impact on a substantial number of small entities.

Federalism Implications

The regulation proposed herein would not have substantial direct effects on the States, on the relationship between the national Government and the States, or

on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposed rule would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Conclusion. For the reasons discussed in the preamble, and based on the findings in the Initial Regulatory Flexibility Determination and the International Trade Impact Assessment, the FAA has determined that this proposed regulation is not major under Executive Order 12291. In addition, the FAA certifies that this proposal, if adopted, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. This proposal is not considered significant under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). An initial regulatory evaluation of the proposal, including a Regulatory Flexibility Determination and Trade Impact Analysis, has been placed in the docket. A copy may be obtained by contacting the person identified under "**FOR FURTHER INFORMATION CONTACT.**"

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference.

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) as follows:

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

Note: Effective December 17, 1991 through September 15, 1993.

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

Authority: 49 U.S.C. App. 1348(a), 1354(a), 1510; Executive Order 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 complete listing of proposed airspace descriptions for transition areas, control zones, airport radar service areas, and terminal control areas can be found in Docket Number 26852 and the docket at the office of the Regional Air Traffic Division, as listed under **ADDRESSES**. These are proposed changes to the incorporation by

reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.7, *Compilation of Regulations*, published April 30, 1991, and effective November 1, 1991.

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

Note: Effective September 16, 1993.

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

Authority: 49 U.S.C. App. 1348(a), 1354(a), 1510; Executive Order 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 complete listing of proposed airspace descriptions for Class E, Class D, Class C, and Class B airspace areas (under each areas' current designation as transition areas, control zones, airport radar service areas, and terminal control areas, respectively) can be found

in Docket Number 26852 and the docket at the office of the Regional Air Traffic Division, as listed under **ADDRESSES**. These are proposed changes to the incorporation by reference in 14 CFR 71.1, effective September 16, 1993, of Federal Aviation Administration Order 7400.9, *Airspace Reclassification*, effective September 16, 1993.

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