

NPRM 90-16

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 91**

[Docket No. 26242, Notice No. 90-16]

RIN 2120-AD52

**Suspension of Certain Aircraft Operations From the Transponder With Automatic Pressure Altitude Reporting Capability Requirement****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This notice proposes to suspend, until December 30, 1993, certain provisions of the regulations which require the installation and use of automatic altitude reporting (Mode C) transponders (Mode C rule). This proposed rule would provide access to specified outlying general aviation (GA) airports within 30 miles of a terminal control area (TCA) primary airport (Mode C veil) for aircraft without a Mode C transponder. The FAA believes that the operation of an aircraft without a Mode C transponder can be safely accommodated provided that the operation is conducted in areas not currently within air traffic control (ATC) radar coverage and not predominantly used by aircraft required to install and use traffic alert and collision avoidance systems (TCAS) equipment. The FAA expects that radar coverage in some Mode C veil airspace will improve as a result of scheduled radar system upgrades. After new radar systems are in service, the FAA may conduct field evaluations to reassess the actual radar coverage in appropriate areas. Based on those reassessments, the FAA may propose further rulemaking to extend the period that the Mode C transponder requirement would be suspended for operations at certain airports on a case-by-case basis by a notice published in the Federal Register.

**DATES:** Comments must be received on or before July 24, 1990.

**ADDRESSES:** Comments to the proposal may be mailed or delivered in triplicate to the Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (AGC-204), Docket No. 26242, 800 Independence Avenue SW., Washington, DC 20591. Comments may be examined in room 915G weekdays between 8:30 a.m. and 5 p.m., except on Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Mr. Richard K. Kagehiro, Air Traffic Rules Branch, ATO-230, Federal

Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-8783.

**SUPPLEMENTARY INFORMATION:****Comments Invited**

Interested persons are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments should identify the regulatory docket or notice number and 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 taking further rulemaking action. Persons wishing the FAA to acknowledge receipt of their comment submitted in response to this notice must include a self-addressed, stamped postcard on which the following statement is written: "Comments to Docket Number 26242." The postcard will be date/time stamped and returned to the commenter. The proposals in this notice may be changed as a result of comments received. All comments submitted will be available in the Rules Docket, both before and after the closing date for comments, for examination by interested persons. A report summarizing substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

**Availability of NPRM**

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Information Center, APA-200, 800 Independence Avenue SW., Washington, DC 20591, or by calling (202) 267-3484. Communications must identify the notice number of this NPRM.

Persons interested in being placed on a mailing list for future notices should also request a copy of Advisory Circular No. 11-2A which describes the application procedure.

**Background and Need for Rulemaking**

Effective July 1, 1989, § 91.24 of the Federal Aviation Regulations (FAR) requires aircraft operating in a Mode C veil to be equipped with an operable Mode C transponder. Aircraft not originally certificated with an engine-driven electrical system or which have not subsequently been certified with such a system installed, balloons, and gliders are excluded from this requirement. The Mode C requirement resulted from regulatory proceedings initiated under Notice 88-2 (53 FR 4306,

February 12, 1988; final rule adopted 53 FR 23356, June 21, 1988).

In September 1989, in order to provide for requests to deviate from the Mode C transponder requirements for operations within a Mode C veil, the FAA issued internal guidance to ATC facilities regarding the issuance of an ATC authorization to operate without a Mode C transponder. Such an authorization must be applied for by each aircraft operator and is processed by an ATC facility on a case-by-case basis. If approved, the authorization specifies any restriction or condition determined by the ATC facility to be necessary to ensure that the operation can be conducted safely and will not impact on other operations. Although there may be circumstances which are applicable to many operators or a group of operations (such as operations to and from a specific outlying airport or operations conducted in areas of no radar coverage), ATC authorizations must be requested and granted on an individual basis only. This aspect of the authorization process has been inefficient and time-consuming for both operators and ATC staff with regard to authorizing operations conducted at outlying airports or in areas of no radar coverage.

As a result, the FAA believes that it would be beneficial to provide some temporary means of allowing access to outlying GA airports with a minimum of ATC involvement. However, the means of providing access should be consistent with the safety provisions of the Mode C rule and the legislation which required that rule. Further, in response to over 65,000 comments received to Notice 88-2, the FAA stated in the preamble to the Mode C rule (53 FR 23356, June 21, 1988) that it would consider a means of providing access to outlying GA airports for those aircraft not equipped with Mode C transponders. However, such action would be taken only to the extent that it would be consistent with maintaining adequate safety within the TCA and the airspace surrounding the TCA primary airport.

**Safety Benefits of the Mode C Rule**

The FAA attributes four safety benefits to the installation and use of Mode C transponders. First, automated ATC radar tracking systems compare altitude information from airborne Mode C transponders, stored flight plan information, and radar positional information of aircraft operating within the ATC system to provide an automatic conflict alert warning to advise controllers of the potential loss of appropriate separation standards



between two or more aircraft. The controller can then quickly relay this information to the pilots or issue an instruction or clearance if necessary. Additionally, aircraft altitude information derived from this equipment can be displayed directly on a controller's radar screen. Second, aircraft altitude information derived from Mode C transponders will activate traffic alert and collision avoidance systems (TCAS) in TCAS-equipped aircraft. TCAS is designed to alert a flightcrew to a collision potential and, with certain versions of TCAS, to provide that flightcrew with a conflict resolution advisory. TCAS, however, will not alert the flightcrew of a TCAS-equipped aircraft to the presence of a non-transponder-equipped aircraft. Third, the automated ATC tracking systems compare the aircraft altitude data with pre-programmed terrain information. If any of the comparisons predict a potentially hazardous situation for a tracked aircraft, a low-altitude alert in the form of a visual or aural alarm immediately alerts the controller who issues safety instructions to the aircraft. Finally, a software feature called "Mode C Intruder" (MCI), available in all en route ATC facilities and planned for terminal facilities, establishes tracks on Mode C transponder-equipped aircraft that are not being controlled by ATC and alerts controllers to potential conflicts between these aircraft and controlled aircraft.

The conflict alert, low-altitude alert, and MCI functions require altitude information from Mode C transponders to be detected by ATC radar systems. When aircraft operations are confined exclusively to areas of no radar coverage, the safety benefits attributed to the conflict alert, low-altitude alert, and MCI cannot be realized. As a result, the FAA believes that access to certain outlying GA airports by aircraft without Mode C transponders can be accommodated without derogating these safety benefits provided that the operation is conducted within airspace that is outside ATC radar coverage.

However, the FAA believes certain measures should be taken to ensure that the operation of an aircraft without a Mode C transponder will not derogate the safety benefits attributed to TCAS. The TCAS final rule (54 FR 940, January 10, 1989) provides that certain air taxi and commercial operators, and virtually all large air carrier aircraft must be equipped with some level of TCAS equipment in accordance with a phased-in implementation schedule over the next several years. As discussed earlier,

current TCAS equipment does not provide the flightcrew of a TCAS-equipped aircraft with a warning or collision conflict resolution advisory with respect to a non-transponder-equipped aircraft. As a result, the FAA will not propose to suspend the Mode C requirement as it applies to aircraft operating in the airspace overlying or in the immediate vicinity of an airport that is served by scheduled air carrier operations using aircraft that will be required to install TCAS equipment.

#### ATC Radar System Improvements

The FAA expects the radar coverage in some Mode C veil airspace to improve as a result of the scheduled upgrading of radar systems at each TCA location. Computer programs can help predict the radar coverage of new generation radar systems; however, these computer programs cannot account for all factors which may affect radar coverage. As a result, the actual radar coverage may differ slightly from the predicted coverage. After new radar systems are in service, the FAA may conduct field evaluations to reassess actual radar coverage on a site-by-site basis. Those reassessments may result in future proposed rulemaking to: (1) Extend the period that the Mode C transponder requirement are proposed to be suspended if the evaluations indicate that aircraft operations at a designated airport are still not within radar coverage; or (2) designate other airports at which operations may be suspended from the Mode C transponder requirements if those evaluations determine that such operations are not within radar coverage.

#### Proposed and Future TCA's

A list of airports and specified altitudes below which aircraft operations are proposed to be excluded from the Mode C transponder requirement for the proposed Tampa and Washington Tri-Area TCA Mode C veils is included in the NPRM. Although a final agency determination regarding these proposed TCA's has not been reached, the FAA is listing the airports in this NPRM to provide the public with as much information as possible to allow full consideration of the impact of the TCA proposals and the Mode C veil on their operations. Should any of the proposed TCA's be established, the effective date of the proposed suspension of the Mode C transponder requirements for operations in the vicinity of the listed airports will be coincident with the effective date of the establishment of that TCA. The list of airports within the proposed Washington Tri-Area TCA Mode C veil

at which operations are proposed to be excluded from the Mode C transponder requirement contains a number of airports which are also included in the list of airports for the current Washington TCA Mode C veil. However, should the Washington Tri-Area TCA be adopted, the current Washington TCA would be revoked and replaced by the Washington Tri-Area TCA. The proposed suspension of the Mode C transponder requirement for aircraft operations at the airports specified for the proposed Washington Tri-Area TCA would coincide with the effective date of the Washington Tri-Area TCA, should that TCA become effective.

With regard to future proposed TCA's, a list of airports and specified altitudes below which aircraft operations would be excluded from the Mode C transponder requirement would accompany any notices of proposed rulemaking regarding future TCA's.

#### The Proposed Special Federal Aviation Regulation

This notice proposes a Special Federal Aviation Regulation (SFAR) to permit the operation of an aircraft to and from designated GA airports within the Mode C veil without a Mode C transponder. A list of airports at which operations without a Mode C transponder would be permitted is contained in the NPRM. It is proposed that the Mode C transponder requirement be reinstated for aircraft operations to and from the designated GA airports after December 30, 1993. However, the FAA may conduct field evaluations to reassess the radar coverage within certain TCA Mode C veils on a site-by-site basis after new radar systems are in service. Based on those reassessments, the FAA may propose to extend the period that the Mode C transponder requirement would be suspended for operations at certain airports on a case-by-case basis by further notice published in the Federal Register.

Aircraft operations without a Mode C transponder would be permitted within a 1.5-nautical-mile radius of a designated airport from the surface up to a specified altitude. Additionally, aircraft operations without a Mode C transponder would be permitted along the most direct route between that designated airport and the boundary of the Mode C veil. The routing would be consistent with established traffic patterns, noise abatement procedures, and safety. This proposed SFAR and the designation of altitudes for each airport, however, would not be intended to supersede the provisions of § 91.79,



minimum safe altitudes. Routings to and from each airport are intentionally unspecified to permit the pilot, complying with § 91.79, to avoid operating over obstructions, noise-sensitive areas, etc. Further, should the pilot of an aircraft, intending to operate into or out of an airport listed in the proposed SFAR, determine that the operation at or below the specified altitude would be unsafe due to meteorological conditions, aircraft operating characteristics, or other factors, then the pilot should seek relief from the Mode C transponder requirement via that ATC authorization process.

Aircraft operations at, to, or from the listed airports would be suspended from the Mode C transponder requirement until December 30, 1993. This time period would accommodate the scheduled upgrading of present ATC radar systems at each TCA airport and an evaluation period to determine the extent of radar coverage within each Mode C veil as a result of radar system enhancements. Based on the results of these evaluations, the period that the Mode C transponder requirement would be suspended for operations at certain airports could be extended on a site-by-site basis by a subsequent notice published in the *Federal Register*.

Operations of aircraft without Mode C transponders at airports not listed in the proposed SFAR would continue to be safely accommodated in accordance with existing provisions for individual ATC authorizations.

#### Requests for Comments

Comments are requested on the specific proposal contained in this notice, particularly on the airports included or which ought to be included, the altitude restriction at each airport, and the provisions for access to these airports. The FAA received approximately 65,000 comments to the NPRM regarding the establishment of a Mode C transponder requirement for aircraft operations within 30 miles of a TCA primary airport (Notice 88-2; 53 FR 4306, February 12, 1988) and approximately 10,000 comments were received in response to an industry-sponsored petition to allow greater access to Mode C veils (Notice PR-88-16). Basic issues relating to the Mode C requirement have been exhaustively covered in those proceedings, and this notice does not represent a reopening or reconsideration of those issues. Accordingly, commenters should direct their comments to the specific rule proposed in this notice.

#### Regulatory Evaluation Summary

##### Introduction

This section summarizes the full regulatory evaluation prepared by the FAA which provides more detailed information on estimates of the potential economic consequences of this proposed rule. This summary and the full evaluation quantify, to the extent practicable, estimated costs to the private sector, consumers, Federal, State and local governments, as well as 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, a significant adverse effect on competition, or highly controversial.

The FAA has determined that this proposed rule would not be major as defined in the executive order. Therefore a full regulatory analysis, that 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 that analyzes only this proposal 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. If the reader desires more detailed economic information than this summary contains, then he/she should consult the full regulatory evaluation contained in the docket.

#### Benefit and Cost Analysis

##### Costs

This proposed rule would be relieving in nature and would not be expected to impose costs on either society or the FAA. In addition, this proposal would not impose significant costs on the aviation community (namely, fixed base operators). This assessment is based on rationale contained in the following discussion for each of these groups.

For the FAA, this proposed rule would not impose additional costs for either personnel or equipment. The acquisition

of new radar tracking systems is a routine cost of upgrading FAA equipment and would not occur as a result of this proposed rule. In addition, this proposed rule would not impose costs for personnel. This is because the proposed temporary suspension of the Mode C transponder requirement is expected to enhance air traffic control (ATC) operations efficiency by eliminating the need for ATC authorizations at the subject designated airports. This proposed action would reduce the demand on ATC personnel and equipment resources.

This proposed rule would not have an adverse impact on aviation safety. The FAA believes that access to certain outlying GA airports by aircraft without Mode C transponders can be accommodated without diminishing Mode C safety benefits, provided the operation is conducted outside radar coverage. When aircraft operations are confined exclusively to areas of no radar coverage, the full safety benefits of the Mode C rule cannot be realized. Future enhancement of the radar tracking system is expected to increase radar coverage, thus extending the Mode C benefits to more areas outside of the current radar coverage. The scheduled installation of the new radar tracking systems at all TCA primary airports is expected to be completed in about three years. After new radar systems are in service, the FAA may conduct field evaluations to reassess actual radar coverage. Those reassessments could result in future proposed rulemaking to amend the proposed suspension period for operations at certain airports.

For the aviation community, the FAA anticipates no significant costs would be incurred by fixed base operators (FBO's) as the result of this proposed rule. Fixed base operators represent the most likely group to potentially incur costs. These costs would be in the form of lost revenues from the relocation of GA aircraft without Mode C transponders as a result of this proposed action. However, the FAA believes that any potential cost impact on FBO's would be insignificant. The FAA believes that GA aircraft operators based at non-designated airports within a Mode C veil and currently authorized to operate without a Mode C transponder would have little incentive to relocate since: (1) The ATC authorization contains those conditions and provisions necessary for safe operation and the operator has agreed to comply with those provisions; and (2) the renewal process for an existing authorization is less cumbersome than the first-time



authorization process. Furthermore, the FAA does not believe that significant numbers of GA aircraft without Mode C transponders would relocate from outside a Mode C veil to a designated airport within a Mode C veil. This is because this proposed rule would only allow aircraft without Mode C transponders to operate from the surface up to a specified altitude within a 1.5 nautical mile radius of a designated airport and along the most direct route between that airport and the boundary of the Mode C veil. Thus, although this proposed rule would provide greater access to a Mode C veil, the FAA believes that this proposed rule would not provide much of an incentive for GA aircraft operators to relocate. This assessment is further supported by the belief that the vast majority of GA aircraft operators required to have Mode C transponders will have acquired them by December 30, 1990. This is when the requirement for such equipment at Airport Radar Service Areas goes into effect.

The FAA recognizes the possibility that lost revenues incurred by some FBO's outside the Mode C veil could be offset by revenue gains on the part of FBO's inside the veil. However, there is much uncertainty associated with this possibility due to a lack of information concerning the level of competition among FBO's inside and outside the Mode C veil throughout the United States. For example, in any given state, the market structure inside the Mode C veil could resemble a spatial monopoly, in which unit prices for services rendered by FBO's would be higher than that of a more competitive market structure located outside the veil. If some aircraft operators were to relocate from areas of higher competition to areas of lower competition among FBO's, those operators may incur higher charges for services rendered. For those operators who elect to relocate, it can be assumed to be in their best interest to do so. Thus, any additional higher FBO charges aircraft operators incur as the result of relocating would be at least offset by those factors that prompted their decision to relocate. The net change in revenue among FBO's may not be offsetting because of differences in unit prices charged. While it is not known to what extent revenue gains and losses would be offset among FBO's, the FAA, nonetheless, believes that the cost impacts on FBO's would not be significant for the reasons stated in the previous paragraphs.

#### *Benefits*

This proposed rule is expected to generate potential benefits in the form of

increased convenience to GA aircraft operators (without Mode C transponders) and enhanced operations efficiency to FAA air traffic control. Currently, GA aircraft operators, without Mode C transponders, can operate at an airport within the Mode C veil but outside of ATC radar coverage only after receiving ATC authorization. However, certain aspects of the authorization process are inefficient and time consuming for both affected GA operators and the FAA because authorizations can only be granted on a case-by-case basis. The convenience of this proposed rule would be the temporary relief from the burden of obtaining ATC authorizations that sometimes confronts GA aircraft operators who wish to fly to and from the designated airports without Mode C transponders.

For ATC, this proposed rule would provide benefits in the form of enhanced operations efficiency. Such enhanced efficiency would be the temporary relief of the strain on ATC to assign authorizations during busy periods. This temporary action would better allow ATC to allocate its personnel and equipment resources to more productive functions.

Although the benefits of this proposed rule have not been quantified, they are expected to be substantial for both the flying public and the FAA.

#### *Conclusion*

This proposed rule is not expected to impose costs on either the FAA or society, and would not impose significant costs on the aviation community (FBO's). The FAA estimates that this proposed rule would potentially generate substantial benefits such as increased convenience to some GA aircraft operators and operations efficiency to FAA air traffic control. Thus, the FAA firmly believes that this proposed rule would be cost-beneficial.

#### **Initial Regulatory Flexibility Determination**

The Regulatory Flexibility Act of 1980 (RFA) was enacted to ensure that small entities would not be 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 the proposed rule are air taxi operators and FBO's.

In terms of air taxi operators, no cost impacts are anticipated by this proposed rule. This assessment is based on the FAA's estimation that these operators

are already equipped with Mode C transponders. They are, in all likelihood, based at airports within the Mode C veil which fall within the radar coverage of ATC.

In terms of FBO's, the FAA estimates that this proposed rule would not impose significant costs. This assessment is based on the belief that GA aircraft operators are not likely to impose lost revenues on FBO's by relocating from airports outside of the Mode C veil or undesignated airports within the Mode C veil to designated airports specified in this proposed rule. Although the proposed rule would provide greater access to a Mode C veil, the FAA believes that this proposed rule would not provide GA aircraft operators with much of an incentive to relocate. This assessment is further supported by the belief that the vast majority of those GA aircraft operators required to have Mode C transponders will acquire them by December 30, 1990 (Phase II of the Mode C rule for Airport Radar Service Areas). Therefore, the FAA believes that this proposed rule would not have a significant economic impact on substantial number of small entities.

#### **International Trade Impact Assessment**

This proposed rule would not have an effect on the sale of foreign aviation products or services in the United States, nor would it have an effect on the sale of U.S. products or services in foreign countries. This is because this proposed rule would neither impose costs on aircraft operators nor aircraft manufacturers (U.S. or foreign) that would result in a competitive disadvantage to either.

#### **Federalism Determination**

The regulations 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 proposal will not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

#### **Environmental Effects**

This proposed action would relieve the requirement for an aircraft to be equipped with a Mode C transponder when operating at/to/from certain airports within a Mode C veil. As such, this proposal would not establish specific operating procedures nor would it limit the operation of an aircraft to a specific route or altitude. Routings to



and from each airport are intentionally unspecified to permit the pilot, complying with § 91.79, to avoid operating over obstructions, noise-sensitive areas, etc. Therefore, this proposal would accommodate the operation of an aircraft in compliance with existing safety and environmental requirements and procedures and would not alter or supersede those requirements. The FAA's experience with the granting of authorizations since the adoption of the Mode C transponder requirement indicates that there would not be a large number of aircraft operations at any one airport that would utilize this proposed action. For these reasons, the FAA has concluded that further environmental assessment is unnecessary and makes a finding of no significant impact as a result of the adoption of this proposed rule.

**Conclusion**

For the reasons discussed in the preamble, and based on the findings in the Regulatory Flexibility Determination and the International Trade Impact Analysis, the FAA has determined that this proposed rule would not be major under Executive Order 12291. In addition, the FAA certifies that this proposed rule would 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 considered significant under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979.)

**List of Subjects in 14 CFR Part 91**

Air traffic control, Aircraft, Automatic altitude reporting equipment, Aviation safety, Terminal control area, Transponder, Mode C veil.

*The Proposed Special Federal Aviation Regulation (SFAR)*

For the reasons set forth in the preamble, the FAA proposes to amend part 91 of title 14 of the Code of Federal Regulations as follows:

**PART 91—GENERAL OPERATING AND FLIGHT RULES**

1. The authority citation for part 91 continues to read as follows:

Authority: 49 U.S.C. 1301(7), 1303, 1344, 1348, 1352 through 1355, 1401, 1421 (as amended by Pub. L. 100-223), 1422 through 1431, 1471, 1472, 1502, 1510, 1522, and 2121 through 2125; Articles 12, 29, 31, and 32(a) of the Convention on International Civil Aviation (61 Stat. 1180); 42 U.S.C. 4321 et seq.; E.O. 11514; Pub. L. 100-202; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983).

2. By adding Special Federal Aviation Regulation No. \_\_\_\_\_ to read as follows:

**SFAR NO. \_\_\_\_\_—Suspension of Certain Aircraft Operations from the Transponder with Automatic Pressure Altitude Reporting Capability Requirement**

Section 1. For purposes of this SFAR:

(a) The airspace within 30 nautical miles of a terminal control area primary airport, from the surface upward to 10,000 feet MSL, excluding the airspace designated as a terminal control area is referred to as the Mode C veil.

(b) Effective until December 30, 1993, the transponder with automatic altitude reporting capability requirements of FAR § 91.24(b)(2) do not apply to the operation of an aircraft:

(1) In the airspace at or below the specified altitude and within a 1.5-nautical-mile radius of an airport listed in Section 2 of this SFAR; and

(2) In the airspace at or below the specified altitude along the most direct and expeditious routing between an airport listed in Section 2 of this SFAR and the outer boundary of the Mode C Veil airspace overlying that airport, consistent with established traffic patterns, noise abatement procedures, and safety.

Section 2. Effective until December 30, 1993. Airports At Which the Provisions of Section 91.24(b)(2) Do Not Apply.

(1) Airports within a 30-nautical-mile radius of The William B. Hartsfield Atlanta International Airport.

Airport name	Arpt ID	Alt. (AGL)
Air Acres Airport, Woodstock, GA.	5GA4	1,500
B&L Strip Airport, Hollonville, GA.	GA29	1,500
Camfield Airport, McDonough, GA.	GA36	1,500
Cobb County-McCollum Field Airport, Marietta, GA.	RYY	1,500
Covington Municipal Airport, Covington, GA.	9A1	1,500
Diamond R Ranch Airport, Villa Rica, GA.	3GA5	1,500
Dresden Airport, Newnan, GA	GA79	1,500
Eagles Landing Airport, Williamson, GA.	5GA3	1,500
Fagundes Field Airport, Haralson, GA.	6GA1	1,500
Gable Branch Airport, Haralson, GA.	5GA0	1,500
Georgia Lite Flite Ultralight Airport, Acworth, GA.	31GA	1,500
Griffin-Spalding County Airport, Griffin, GA.	6A2	1,500
Howard Private Airport, Jackson, GA.	GA02	1,500
Newnan Coweta County Airport, Newnan, GA.	CCO	1,500
Peach State Airport, Williamson, GA.	3GA7	1,500
Poole Farm Airport, Oxford, GA	2GA1	1,500
Powers Airport, Hollonville, GA.	GA31	1,500
S&S Landing Strip Airport, Griffin, GA.	8GA6	1,500
Shade Tree Airport, Hollonville, GA.	GA73	1,500

(2) Airports within a 30-nautical-mile radius of the General Edward Lawrence Logan International Airport.

Airport name	Arpt ID	Alt. (AGL)
Berlin Landing Area Airport, Berlin, MA.	MA19	2,500
Hopedale Industrial Park Airport, Hopedale, MA.	1B6	2,500
Larson's SPB, Tyngsboro, MA.	MA74	2,500
Moore AAF, Ayer/Fort Devens, MA.	AYE	2,500
New England Gliderport, Salem, NH.	NH29	2,500
Plum Island Airport, Newburyport, MA.	2B2	2,500
Plymouth Municipal Airport, Plymouth, MA.	PYM	2,500
Taunton Municipal Airport, Taunton, MA.	TAN	2,500
Unknown Field Airport, Southborough, MA.	1MA5	2,500

(3) Airports within a 30-nautical-mile radius of the Charlotte/Douglas International Airport.

Airport name	Arpt ID	Alt. (AGL)
Arant Airport, Wingate, NC.	1NC6	2,500
Bradley Outernational Airport, China Grove, NC.	NC29	2,500
Chester Municipal Airport, Chester, SC.	9A6	2,500
China Grove Airport, China Grove, NC.	76A	2,500
Goodnight's Airport, Kannapolis, NC.	2NC8	2,500
Knapp Airport, Marshville, NC.	3NC4	2,500
Lake Norman Airport, Mooresville, NC.	14A	2,500
Lancaster County Airport, Lancaster, SC.	LKR	2,500
Little Mountain Airport, Denver, NC.	66A	2,500
Long Island Airport, Long Island, NC.	NC26	2,500
Miller Airport, Mooresville, NC.	8A2	2,500
US Heliport, Wingate, NC.	NC56	2,500
Unity Aerodrome Airport, Lancaster, SC.	SC76	2,500
Wilhelm Airport, Kannapolis, NC.	6NC2	2,500

(4) Airports within a 30-nautical-mile radius of the Chicago-O'Hare International Airport.

Airport name	Arpt ID	Alt. (AGL)
Aurora Municipal Airport, Chicago/Aurora, IL.	AAR	1,200
Donald Alfred Gade Airport, Antioch, IL.	IL11	1,200
Dr. Joseph W. Esser Airport, Hampshire, IL.	7IL6	1,200
Flying M. Farm Airport, Aurora, IL.	IL20	1,200
Fox Lake SPB, Fox Lake, IL.	IS03	1,200
Graham SPB, Crystal Lake, IL.	IS79	1,200
Herbert C. Mass Airport, Zion, IL.	IL02	1,200
Landings Condominum Airport, Romeoville, IL.	C49	1,200
Lewis University Airport, Romeoville, IL.	LOT	1,200
McHenry Farms Airport, McHenry, IL.	44IL	1,200
Olson Airport, Plato Center, IL.	LL53	1,200
Redeker Airport, Milford, IL.	IL85	1,200
Reid RLA Airport, Gilberts, IL.	6IL6	1,200



Airport name	Arpt ID	Alt. (AGL)
Shamrock Beef Cattle Farm Airports, McHenry, IL.....	49LL	1,200
Sky Soaring Airport, Union, IL.....	55LL	1,200
Waukegan Regional Airport, Waukegan, IL.....	UGN	1,200
Wormley Airport, Oswego, IL.....	85LL	1,200

(5) Airports within a 30-nautical-mile radius of the Cleveland-Hopkins International Airport.

Airport name	Arpt ID	Alt. (AGL)
Akron Fulton International Airport, Akron, OH.	AKR	1,300
Bucks Airport, Newbury, OH.....	40OH	1,300
Derecsky Airport, Auburn Center, OH.	60IO	1,300
Hannum Airport, Streetsboro, OH.	69OH	1,300
Kent State University Airport, Kent, OH.	1G3	1,300
Lost Nation Airport, Willoughby, OH.	LNN	1,300
Mills Airports, Mantua, OH.....	OH06	1,300
Portage County Airport, Ravenna, OH.	29G	1,300
Stoney's Airport, Ravenna, OH.....	OI32	1,300
Wadsworth Municipal Airport, Wadsworth, OH.	3G3	1,300

(6) Airports within a 30-nautical-mile radius of the Dallas/Fort Worth International Airport.

Airport name	Arpt ID	Alt. (AGL)
Beggs Ranch/Aledo Airport, Aledo, TX.	TX15	1,800
Belcher Airport, Sanger, TX.....	TA25	1,800
Bird Dog Field Airport, Krum, TX.....	TA48	1,800
Boe-Wrinkle Airport, Azle, TX.....	28TS	1,800
Flying V Airport, Sanger, TX.....	71XS	1,800
Graham Ranch Airport, Celina, TX.	TX44	1,800
Haire Airport, Bolivar, TX.....	TX33	1,800
Hartlee Field Airport, Denton, TX.....	1F3	1,800
Hawkins' Ranch Strip Airport, Rhome, TX.	TA02	1,800
Horseshoe Lake Airport, Sanger, TX.	TE24	1,800
Ironhead Airport, Sanger, TX.....	T58	1,800
Kezer Air Ranch Airport, Springtown, TX.	61F	1,800
Lane Field Airport, Sanger, TX.....	58F	1,800
Log Cabin Airport, Aledo, TX.....	TX16	1,800
Lone Star Airpark Airport, Denton, TX.	T32	1,800
Rhome Meadows Airport, Rhome, TX.	TS72	1,800
Richards Airports, Krum, TX.....	TA47	1,800
Tallows Field Airports, Celina, TX.	79TS	1,800
Triple S Airport, Aledo, TX.....	42XS	1,800
Warshun Ranch Airport, Denton, TX.	4TA1	1,800
Windy Hill Airport, Denton, TX.....	46XS	1,800
Bailey Airport, Midlothian, TX.....	7TX8	1,400
Bransom Farm Airport, Burleson, TX.	TX42	1,400
Carroll Air Park Airport, De Soto, TX.	F66	1,400
Carroll Lake-View Airport, Venus, TX.	70TS	1,400

Airport name	Arpt ID	Alt. (AGL)
Eagle's Nest Estates Airport, Ovilla, TX.	2T36	1,400
Flying B Ranch Airport, Ovilla, TX.	TS71	1,400
Lancaster Airport, Lancaster, TX.....	LNC	1,400
Lewis Farm Airport, Lucas, TX.....	6TX1	1,400
Markum Ranch Airport, Fort Worth, TX.	TX79	1,400
McKinney Municipal Airport, McKinney, TX.	TKI	1,400
O'Brien Airpark Airport, Waxahatchie, TX.	F25	1,400
Phil L. Hudson Municipal Airport, Mesquite, TX.	HQZ	1,400
Plover Heliport, Crowley, TX.....	82Q	1,400
Venus Airport, Venus, TX.....	75TS	1,400

(7) Airports within a 30-nautical-mile radius of the Stapleton International Airport.

Airport name	Arpt ID	Alt. (AGL)
Athanasios Valley Airport, Blackhawk, CO.	CO07	1,200
Boulder Municipal Airport, Boulder, CO.	1V5	1,200
Bowen Farms No. 2 Airport, Strasburg, CO.	3CO5	1,200
Carrera Airpark Airport, Mead, CO.	93CO	1,200
Cartwheel Airport, Mead, CO.....	0C08	1,200
Colorado Antique Field Airport, Niwot, CO.	8CO7	1,200
Comanche Airfield Airport, Strasburg, CO.	3CO6	1,200
Comanche Livestock Airport, Strasburg, CO.	59CO	1,200
Flying J Ranch Airport, Evergreen, CO.	27CO	1,200
Frederick-Firestone Air Strip Airport, Frederick, CO.	CO58	1,200
Frontier Airstrip Airport, Mead, CO.	84CO	1,200
Hoy Airstrip Airport, Bennett, CO..	76CO	1,200
J&S Airport, Bennett, CO.....	CD14	1,200
Kugel-Strong Airport, Platteville, CO.	27V	1,200
Land Airport, Keenesburg, CO.....	CO82	1,200
Lindys Airpark Airport, Hudson, CO.	7CO3	1,200
Marshdale STOL, Evergreen, CO..	CO52	1,200
Meyer Ranch Airport, Conifer, CO.	5CO6	1,200
Parkland Airport, Erie, CO.....	7CO0	1,200
Pine View Airport, Elizabeth, CO...	02V	1,200
Platte Valley Airport, Hudson, CO.	18V	1,200
Rancho De Aereo Airport, Mead, CO.	05CO	1,200
Spickard Farm Airport, Byers, CO.	5CO4	1,200
Vance Brand Airport, Longmont, CO.	2V2	1,200
Yoder Airstrip Airport, Bennett, CO.	CD09	1,200

(8) Airports within a 30-nautical-mile radius of the Detroit Metropolitan Wayne County Airport.

Airport name	Arpt ID	Alt. (AGL)
Al Meyers Airport, Tecumseh, MI...	3TE	1,400
Brighton Airport, Brighton, MI.....	45G	1,400
Cackleberry Airport, Dexter, MI.....	2MI9	1,400

Airport name	Arpt ID	Alt. (AGL)
Erie Aerodome Airport, Erie, MI.....	05MI	1,400
Ham-A-Lot Field Airport, Petersburg, MI.	MI48	1,400
Merillat Airport, Tecumseh, MI.....	34G	1,400
Rossettie Airport, Manchester, MI.	75G	1,400
Tecumseh Products Airport, Tecumseh, MI.	0D2	1,400

(9) Airports within a 30-nautical-mile radius of the Honolulu International Airport.

Airport name	Arpt ID	Alt. (AGL)
Dillingham Airfield Airport, Mokuiaia, HI.	HDH	2,500

(10) Airports within a 30-nautical-mile radius of the Houston Intercontinental Airport.

Airport name	Arpt ID	Alt. (AGL)
Ainsworth Airport, Cleveland, TX.....	0T6	1,200
Biggin Hill Airport, Hockley, TX.....	0TA3	1,200
Cleveland Municipal Airport, Cleveland, TX.	6R3	1,200
Fay Ranch Airport, Cedar Lane, TX.	0T2	1,200
Freeman Property Airport, Katy, TX.	61T	1,200
Gum Island Airport, Dayton, TX.....	3T6	1,200
Harbican Airpark Airport, Katy, TX.	9XS9	1,200
Harold Freeman Farm Airport, Katy, TX.	8XS1	1,200
Hoffpaur Airport, Katy, TX.....	59T	1,200
Horn-Katy Hawk International Airport, Katy, TX.	57T	1,200
Houston-Hull Airport, Houston, TX.	SGR	1,200
Houston-Southwest Airport, Houston, TX.	AXH	1,200
King Air Airport, Katy, TX.....	55T	1,200
Lake Bay Gall Airport, Cleveland, TX.	0T5	1,200
Lake Bonanza Airport, Montgomery, TX.	33TA	1,200
R W J Airpark Airport, Baytown, TX.	54TX	1,200
Westheimer Air Park Airport, Houston, TX.	5TA4	1,200

(11) Airports within a 30-nautical-mile radius of the Kansas City International Airport.

Airport name	Arpt ID	Alt. (AGL)
Amelia Earhart Airport, Atchison, KS.	K59	1,000
Booze Island Airport, St. Joseph, MO.	64MO	1,000
Cedar Air Park Airport, Olathe, KS.	51K	1,000
D'Field Airport, McLouth, KS.....	KS90	1,000
Dorei Airport, McLouth, KS.....	K69	1,000
East Kansas City Airport, Grain Valley, MO.	3GV	1,000
Excelsior Springs Memorial Airport, Excelsior Springs, MO.	3EX	1,000
Flying T Airport, Oskaloosa, KS.....	7KS0	1,000



Airport name	Arpt ID	Alt. (AGL)
Hermon Farm Airport, Gardner, KS.	KS59	1,000
Hillside Airport, Stilwell, KS.....	63K	1,000
Independence Memorial Airport, Independence, MO.	3IP	1,000
Johnson County Executive Airport, Olathe, KS.	OJC	1,000
Johnson County Industrial Airport, Olathe, KS.	IXD	1,000
Kimray Airport, Plattsburg, MO.....	7MO7	1,000
Lawrence Municipal Airport, Lawrence, KS.	LWC	1,000
Martins Airport, Lawson, MO.....	21MO	1,000
Mayes Homestead Airport, Polo, MO.	37MO	1,000
McComas-Lee's Summit Municipal Airport, Lee's Summit, MO.	K84	1,000
Mission Road Airport, Stilwell, KS.	64K	1,000
Northwood Airport, Holt, MO.....	2MO2	1,000
Plattsburg Airpark Airport, Plattsburg, MO.	MO28	1,000
Richards-Gebaur Airport, Kansas City, MO.	GVW	1,000
Rosecrans Memorial Airport, St. Joseph, MO.	STJ	1,000
Runway Ranch Airport, Kansas City, MO.	2MO9	1,000
Sheller's Airport, Tonganoxie, KS.	11KS	1,000
Shomin Airport, Oskaloosa, KS.....	OKS1	1,000
Stonehenge Airport, Williams-town, KS.	71KS	1,000
Threshing Bee Airport, McLouth, KS.	41K	1,000

(12) Airports within a 30-nautical-mile radius of the McCarran International Airport.

Airport name	Arpt ID	Alt. (AGL)
Sky Ranch Estates Airport, Sandy Valley, NV.	3L2	2,500

(13) Airports within a 30-nautical-mile radius of the Memphis International Airport.

Airport name	Arpt ID	Alt. (AGL)
Bernard Manor Airport, Earle, AR.	65M	2,500
Holly Springs-Marshall County Airport, Holly Springs, MS.	M41	2,500
Mc Neely Airport, Earle, AR.....	M63	2,500
Price Field Airport, Joiner, AR.....	80M	2,500
Tucker Field Airport, Hughes, AR..	78M	2,500
Tunica Airport, Tunica, MS.....	30M	2,500
Tunica Municipal Airport, Tunica, MS.	M97	2,500

(14) Airports within a 30-nautical-mile radius of the Minneapolis-St. Paul International Wold-Chamberlain Airport.

Airport name	Arpt ID	Alt. (AGL)
Belle Plaine Airport, Belle Plaine, MN.	7Y7	1,200
Carleton Airport, Stanton, MN.....	SYN	1,200
Empire Farm Strip Airport, Bongards, MN.	MN15	1,200
Flying M Ranch Airport, Roberts, WI.	78WI	1,200

Airport name	Arpt ID	Alt. (AGL)
Johnson Airport, Rockford, MN.....	MY86	1,200
River Falls Airport, River Falls, WI.	Y53	1,200
Rusmar Farms Airport, Roberts, WI.	WS41	1,200
Waldref SPB, Forest Lake, MN.....	9Y6	1,200

(15) Airports within a 30-nautical-mile radius of the New Orleans International/Moisant Field Airport.

Airport name	Arpt ID	Alt. (AGL)
Bollinger SPB, Larose, LA.....	L38	1,500
Clovely Airport, Cut Off, LA.....	LA09	1,500

(16) Airports within a 30-nautical-mile radius of the John F. Kennedy International Airport, the La Guardia Airport, and the Newark International Airport.

Airport name	Arpt ID	Alt. (AGL)
Allaire Airport, Belmar/Farmingdale, NJ.	BLM	2,000
Cuddihy Landing Strip Airport, Freehold, NJ.	NJ60	2,000
Ekdahl Airport, Freehold, NJ.....	NJ59	2,000
Fla-Net Airport, Netcong, NJ.....	0NJ5	2,000
Forrestal Airport, Princeton, NJ.....	N21	2,000
Greenwood Lake Airport, West Milford, NJ.	4N1	2,000
Greenwood Lake SPB, West Milford, NJ.	6NJ7	2,000
Lance Airport, Whitehouse Station, NJ.	6NJ8	2,000
Mar Bar L Farms, Englishtown, NJ.	NJ46	2,000
Peekskill SPB, Peekskill, NY.....	7N2	2,000
Peters Airport, Somerville, NJ.....	4NJ8	2,000
Princeton Airport, Princeton/Rocky Hill, NJ.	39N	2,000
Solberg-Hunterdon Airport, Readington, NJ.	N51	2,000

(17) Airports within a 30-nautical-mile radius of the Philadelphia International Airport.

Airport name	Arpt ID	Alt. (AGL)
Ginns Airport, West Grove, PA.....	78N	1,000
Hammonton Municipal Airport, Hammonton, NJ.	N81	1,000
Li Calzi Airport, Bridgeton, NJ.....	N50	1,000
New London Airport, New London, PA.	N01	1,000
Wide Sky Airpark Airport, Bridgeton, NJ.	N39	1,000

(18) Airports within a 30-nautical-mile radius of the Phoenix Sky Harbor International Airport.

Airport name	Arpt ID	Alt. (AGL)
Ak Chin Community Airfield Airport, Maricopa, AZ.	E31	2,500

Airport name	Arpt ID	Alt. (AGL)
Boulais Ranch Airport, Maricopa, AZ.	9E7	2,500
Estrella Sailport, Maricopa, AZ.....	E68	2,500
Hidden Valley Ranch Airport, Maricopa, AZ.	AZ17	2,500
Millar Airport, Maricopa, AZ.....	2AZ4	2,500
Pleasant Valley Airport, New River, AZ.	AZ05	2,500
Serene Field Airport, Maricopa, AZ.	AZ31	2,500
Sky Ranch Carefree Airport, Carefree, AZ.	E18	2,500
Sycamore Creek Airport, Fountain Hills, AZ.	0AS0	2,500
University of Arizona, Maricopa Agricultural Center Airport, Maricopa, AZ.	3AZ2	2,500

(19) Airports within a 30-nautical-mile radius of the Lambert/St. Louis International Airport.

Airport name	Arpt ID	Alt. (AGL)
Blackhawk Airport, Old Monroe, MO.	6MO0	1,000
Lebert Flying L Airport, Lebanon, IL.	3H5	1,000
Shafer Metro East Airport, St. Jacob, IL.	3K6	1,000
Sloan's Airport, Elsberry, MO.....	0MO8	1,000
Wentzville Airport, Wentzville, MO.	MO50	1,000
Woodliff Airpark Airport, Forstell, MO.	98MO	1,000

(20) Airports within a 30-nautical-mile radius of the Salt Lake City International Airport.

Airport name	Arpt ID	Alt. (AGL)
Bolinder Field-Tooele Valley Airport, Tooele, UT.	TVY	2,500
Cedar Valley Airport, Cedar Fort, UT.	UT10	2,500
Morgan County Airport, Morgan, UT.	42U	2,500
Tooele Municipal Airport, Tooele, UT.	U26	2,500

(21) Airports within a 30-nautical-mile radius of the Seattle-Tacoma International Airport.

Airport name	Arpt ID	Alt. (AGL)
Firstair Field Airport, Monroe, WA.	WA38	1,500
Gower Field Airport, Olympia, WA.	6WA2	1,500
Harvey Field Airport, Snohomish, WA.	S43	1,500

(22) Effective upon the establishment of the Tampa International Airport TCA: Airports within a 30-nautical-mile radius of the Tampa International Airport.



Airport name	Arpt ID	Alt. (AGL)
Hernando County Airport, Brooksville, FL	BKV	1,500
Lakeland Municipal Airport, Lakeland, FL	LAL	1,500
Zephyrhills Municipal Airport, Zephyrhills, FL	ZPH	1,500

(23) Effective until the establishment of the Washington Tri-Area TCA or December 30, 1993, whichever occurs first: Airports within a 30-nautical-mile radius of the Washington National Airport and Andrews Air Force Base Airport.

Airport name	Arpt ID	Alt. (AGL)
Barnes Airport, Lisbon, MD	MD47	2,000
Davis Airport, Laytonsville, MD	W50	2,000
Fremont Airport, Kempstown, MD	MD41	2,000
Montgomery County Airpark Airport, Gaithersburg, MD	GAI	2,000
Waredaca Farm Airport, Brookeville, MD	MD16	2,000
Aqua-Land/Cliffon Skypark Airport, Newburg, MD	2W8	1,000
Buds Ferry Airport, Indian Head, MD	MD39	1,000
Burgess Field Airport, Riverside, MD	3W1	1,000
Chimney View Airport, Fredericksburg, VA	5VA5	1,000
Holly Springs Farm Airport, Nanjemoy, MD	MD55	1,000
Lanseair Farms Airport, La Plata, MD	MD97	1,000
Nyce Airport, Mount Victoria, MD	MD84	1,000
Parks Airpark Airport, Nanjemoy, MD	MD54	1,000
Pilots Cove Airports, Tompkinsville, MD	MD06	1,000
Quantico MCAF, Quantico, VA	NYG	1,000
Stewart Airport, St. Michaels, MD	MD64	1,000
U S Naval Weapons Center, Dahlgren Lab Airport, Dahlgren, VA	NDY	1,000

(24) Effective upon the establishment of the Washington, Tri-Area TCA: Airports within a 30-nautical-mile radius of the Washington National Airport, Andrews Air Force Base

Airport, Baltimore-Washington International Airport, and Dulles International Airport.

Airport name	Arpt ID	Alt. (AGL)
Albrecht Airstrip Airport, Long Green, MD	MD48	2,000
Armocost Farms Airport, Hampstead, MD	MD38	2,000
Barnes Airport, Lisbon, MD	MD47	2,000
Carroll County Airport, Westminster, MD	W54	2,000
Clearview Airpark Airport, Westminster, MD	2W2	2,000
Davis Airport, Laytonsville, MD	W50	2,000
Fallston Airport, Fallston, MD	W42	2,000
Faux-Burhans Airport, Frederick, MD	3MD0	2,000
Forest Hill Airport, Forest Hill, MD	MD31	2,000
Fort Detrick Helipad Heliport, Fort Detrick (Frederick), MD	MD32	2,000
Frederick Municipal Airport, Frederick, MD	FDK	2,000
Fremont Airport, Kempstown, MD	MD41	2,000
Good Neighbor Farm Airport, Unionville, MD	MD74	2,000
Happy Landings Farm Airport, Unionville, MD	MD73	2,000
Harris Airport, Still Pond, MD	MD69	2,000
Hybarc Farm Airport, Chestertown, MD	MD19	2,000
Kennersley Airport, Church Hill, MD	MD23	2,000
Montgomery County Airpark Airport, Gaithersburg, MD	GAI	2,000
Phillips AAF, Aberdeen, MD	APG	2,000
Pond View Private Airport, Chestertown, MD	0MD4	2,000
Reservoir Airport, Finksburg, MD	1W8	2,000
Scheeler Field Airport, Chestertown, MD	0W7	2,000
Stolcrest STOL, Urbana, MD	MD75	2,000
Tinsley Airstrip Airport, Butler, MD	MD17	2,000
Wallers Airport, Mount Airy, MD	0MD6	2,000
Waredaca Farm Airport, Brookeville, MD	MD16	2,000
Weide AAF, Edgewood Arsenal, MD	EDG	2,000
Woodbine Gliderport, Woodbine, MD	MD78	2,000
Wright Field Airport, Chestertown, MD	MD11	2,000
Aviacres Airport, Warrenton, VA	3VA2	1,500
Birch Hollow Airport, Hillsboro, VA	W60	1,500

Airport name	Arpt ID	Alt. (AGL)
Flying Circus Aerodrome Airport, Warrenton, VA	3VA3	1,500
Fox Acres Airport, Warrenton, VA	15VA	1,500
Hartwood Airport, Somerville, VA	8W8	1,500
Horse Feathers Airport, Midland, VA	53VA	1,500
Krens Farm Airport, Hillsboro, VA	14VA	1,500
Scott Airpark Airport, Lovettsville, VA	VA61	1,500
The Grass Patch Airport, Lovettsville, VA	VA62	1,500
Walnut Hill Airport, Calverton, VA	58VA	1,500
Warrenton Air Park Airport, Warrenton, VA	9W0	1,500
Warrenton-Fauquier Airport, Warrenton, VA	W66	1,500
Whitman Strip Airport, Manassas, VA	0V5	1,500
Aqua-Land/Cliffon Skypark Airport, Newburg, MD	2W8	1,000
Buds Ferry Airport, Indian Head, MD	MD39	1,000
Burgess Field Airport, Riverside, MD	3W1	1,000
Chimney View Airport, Fredericksburg, VA	5VA5	1,000
Holly Springs Farm Airport, Nanjemoy, MD	MD55	1,000
Lanseair Farms Airport, La Plata, MD	MD97	1,000
Nyce Airport, Mount Victoria, MD	MD84	1,000
Parks Airpark Airport, Nanjemoy, MD	MD54	1,000
Pilots Cove Airport, Tompkinsville, MD	MD06	1,000
Quantico MCAF, Quantico, VA	NYG	1,000
Stewart Airport, St. Michaels, MD	MD64	1,000
US Naval Weapons Center, Dahlgren Lab Airport, Dahlgren, VA	NDY	1,000

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**Harold W. Becker,**  
Acting Director, Air Traffic Rules and Procedures Service.

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