

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. 26852; Amendment No. 71-17]

RIN 2120-AE18

Terminal Airspace Reconfiguration

AGENCY: Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule; delay of effective date

SUMMARY: The Terminal Airspace Reconfiguration Final Rule (FR 38962; August 27, 1992) amended the Federal Aviation Regulations (FAR) in pertinent part by revising all control zones and transition areas effective October 15, 1992. This action amends the effective date of certain control zone modifications in Alaska from October 15, 1992 to September 16, 1993.

EFFECTIVE DATE: This amendment is effective as of October 14, 1992 through September 15, 1993.

FOR FURTHER INFORMATION CONTACT: Mr. William Mosley, Air Traffic Rules Branch (ATP-230), Airspace Rules and Aeronautical Information Division, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9251.

SUPPLEMENTARY INFORMATION:**Background**

The Terminal Airspace Reconfiguration Final Rule (FR 38962; August 27, 1992) amends the Federal Aviation Regulations (FAR) in pertinent part by revising all control zones and transition areas effective October 15, 1992. Specifically, the revisions will modify the lateral and vertical dimensions of the control zones. The FAA intended to decrease the vertical limits so as to prepare for the transition to Class D airspace and the accompanying communications requirement becoming effective September 16, 1993. The modification of the vertical limits of control zones at towered airports not associated with a terminal control area (TCA) or airport radar service area (ARSA), however, will significantly reduce the amount of airspace within which clearance for special visual flight rules (SVFR) operations can be issued. This unforeseen result could cause a negative impact on the efficient use of airspace at such airports. To illustrate, when the meteorological conditions preclude VFR flight, operations in the airspace above the revised vertical limits would have to be conducted under instrument flight

rules. It was not the intent of the FAA in promulgating the Airspace Reclassification Rule (FR 65638; December 17, 1991) or the Terminal Airspace Reconfiguration Rule (FR 38962; August 27, 1992) to cause this impact. The FAA is initiating rulemaking action via a notice of proposed rulemaking (NPRM) to relieve this inadvertent impact under the Airspace Reclassification Rule effective September 16, 1993. However, in the interim, the FAA will delay the effective date of the new vertical limits in Alaska to mitigate any loss of efficiency during the rulemaking process.

The Rule

The effective date of October 15, 1992, as it pertains to the vertical limits of the control zones, is changed to September 16, 1993 for the following airports in Alaska: Anchorage International; Bethel; Bryant AHP; Eielson AFB; Elmendorf AFB; Fort Wainwright AAF; Fairbanks International; Galena; Juneau; Kenai; King Salmon; Kodiak; Lake Hood; Merrill Field; and Shemya. Control zones are published in § 71.171 of Handbook 7400.7 effective November 1, 1991, which is incorporated by reference in 14 CFR 71.1. The control zones listed in this document will be published subsequently in the Handbook.

This action continues the current authority of air traffic control to issue clearances for SVFR operations in certain control zones in Alaska up to, but not including, 14,500 feet MSL and does not place any new restriction or requirements on the public or impede the relieving of any regulatory burdens that the Airspace Reclassification Rule or the Terminal Airspace Reconfiguration Rule will bring about. Further, this amendment does not make any changes in the dimensions or operating requirements of the airspace listings incorporated by reference in part 71 that were not previously proposed, but merely leaves in place the existing vertical limits. Consequently, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

The FAA has determined that this action: (1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Because this action merely delays the effective date of the vertical limits of 15 control zones in Alaska as contained in FAA Order 7400.7, the FAA finds that good cause exists, pursuant to 5 U.S.C. 553(d), for making the

amendment effective in less than 30 days.

List of Subjects in 14 CFR Part 71

Airspace, Control Zones, Incorporation by reference.

Adoption of the Amendment

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

PART 71—[AMENDED]

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

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

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.7, Compilation of Regulations, published April 30, 1991, and effective November 1, 1991 is amended as follows:

Section 71.171 Designation

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AAL AK CZ Anchorage, Bryant AHP, AK Anchorage, Bryant AHP, AK

(lat. 61°15'45" N, long. 149°39'17" W)

That airspace extending upward from the surface to and including 1,500 feet MSL within a line beginning at lat. 61°17'13" N, long. 149°37'35" W; thence west along lat. 61°17'13" N to the long. 149°43'08" W line; thence south along long. 149°43'08" W line to the Glenn Highway; thence north and east along the Glenn Highway to its intersection with a line one-half mile east of and parallel to Bryant AHP Runway 16/34 extended centerline; thence northeast along a line one-half mile east of and parallel to Bryant AHP Runway 16/34 extended centerline to the point of beginning.

AAL AK CZ Anchorage, Elmendorf AFB Airport, AK

Anchorage, Elmendorf AFB Airport, AK

(lat. 61°15'11" N, long. 149°47'38" W)

Elmendorf Localizer (lat. 61°15'14" N, long. 149°46'48" W)

That airspace extending upward from the surface to and including 3,000 feet MSL within a 4.7-mile radius of Elmendorf AFB Airport and within 2 miles each side of the Elmendorf Localizer front course extending from the 4.7-mile radius to a point 5.5 miles from Elmendorf AFB Airport; excluding that airspace of long. 149°43' W, and that airspace within the Anchorage International Airport, AK, Airport Radar Service Area and the Anchorage Merrill Field, AK, Control Zone.

AAL AK CZ Anchorage International Airport, AK

Anchorage International Airport, AK

(lat. 61°10'28" N, long. 149°59'46" W)

Anchorage VOR/DME (lat. 61°09'03" N, long. 150°12'24" W)

Anchorage Runway 6R Localizer

(lat. 61°10'04"N, long. 149°58'02"W)
Anchorage LOM (lat. 61°10'03"N, long.
150°10'37"W)

Anchorage Air Traffic Control Tower
(lat. 61°10'36"N, long. 149°58'59"W)

That airspace extending upward from the surface to and including 4,100 feet MSL within a 5.2-mile radius of Anchorage Air Traffic Control Tower and that airspace up to but not including 1,400 feet MSL within 2 miles each side of the 079° radial of the Anchorage VOR/DME extending from the 5.2-mile radius of Anchorage Air Traffic Control Tower to the Anchorage VOR/DME and within 2 miles each side of the Anchorage Runway 6R Localizer west course extending from the 5.2-mile radius of the control tower to the Anchorage LOM; excluding that airspace north of the 090° bearing from the control tower and east of the 350° bearing from the control tower and east of a line bearing 180° and 360° from the INT of the New Seward Highway and International Airport Road and excluding that airspace below 600 feet MSL south of lat. 61°08'28"N., within a 5.2-mile radius of the control tower.

AAL AK CZ Anchorage Lake Hood, AK
Anchorage Lake Hood, AK

(lat. 61°10'48"N, long. 149°58'19"W)

Anchorage Air Traffic Control Tower
(lat. 61°10'36"N, long. 149°58'59"W)

That airspace extending upward from the surface to and including 2,500 feet MSL within a line beginning at the Anchorage Air Traffic Control Tower, thence east along the 090° bearing from the Anchorage Air Traffic Control Tower to the New Seward Highway, thence north along the New Seward Highway to Tudor Road, thence direct to the intersection of Northern Lights Boulevard and Fish Creek, thence north along Fish Creek to the mouth of Fish Creek, thence direct to Point McKenzie, thence west along the north shore of Knik Arm to the 350° bearing from the Anchorage Air Traffic Control Tower, thence southeast along that bearing to the point of beginning; excluding that airspace within the Elmendorf AFB Airport, AK, Control Zone.

AAL AK CZ Anchorage Merrill Field, AK
Anchorage Merrill Field, AK

(lat. 61°12'52"N, long. 149°50'46"W)

Elmendorf Localizer (lat. 61°15'14"N, long.
149°46'48"W)

That airspace extending upward from the surface to and including 2,500 feet MSL within a line beginning at the mouth of Fish Creek, thence along Fish Creek to Northern Lights Boulevard, thence direct to the intersection of Tudor Road and the New Seward Highway, thence east along Tudor Road to its intersection with Muldoon Road, thence north along Muldoon Road to the Glenn Highway, thence direct to the mouth of Ship Creek, thence southwest along the southeast shore of Knik Arm to a line 2 miles south of and parallel to the Elmendorf Localizer southwest course, thence west along that line to a line direct from Point McKenzie to the mouth of Fish Creek; thence southeast along that line to the point of beginning.

AAL AK CZ Bethel, AK
Bethel Airport, AK

(lat. 60°46'47"N, long. 161°50'17"W)

Bethel VORTAC (lat. 60°47'05"N, long.
161°49'27"W)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 4.1-mile radius of the Bethel Airport; and that airspace extending upward from the surface within 3 miles each side of the 022° radial from the Bethel VORTAC, extending from the 4.1-mile radius of the Bethel Airport to 8.2 miles northeast of the airport within 3.4 miles each side of the Bethel VORTAC 006° radial, extending from the 4.1-mile radius of the Bethel Airport to 11 miles north of the Bethel VORTAC and within 3.5 miles each side of the Bethel VORTAC 213° radial extending from the 4.1-mile radius of the Bethel Airport to 10 miles southwest of the airport.

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AAL AK CZ Fairbanks, Eielson AFB, AK
Fairbanks, Eielson AFB, AK

(lat. 64°39'52"N, long. 147°05'59"W)

Eielson TACAN (lat. 64°41'18"N, long.
147°06'49"W)

That airspace extending upward from the surface to and including 3,000 feet MSL within a 5.2-mile radius of Eielson AFB; and that airspace extending upward from the surface within 2.8 miles each side of the Eielson TACAN 323° radial extending from the 5.2-mile radius of Eielson AFB to 11.8 miles northwest of the AFB; excluding that airspace north of a line from lat. 64°48'52"N, long. 147°12'04"W; to lat. 64°47'27"N, long. 147°25'56"W.

AAL AK CZ Fairbanks, Fort Wainwright
AAF, AK

Fairbanks, Fort Wainwright AAF, AK

(lat. 64°50'11"N, long. 147°37'01"W)

Fairbanks VORTAC (lat. 64°48'00"N, long.
148°00'43"W) Chena NDB (lat.
64°50'17"N, long. 147°29'24"W)

That airspace extending upward from the surface to and including 2,900 feet MSL within a 5.3-mile radius of Fort Wainwright AAF Airport; and that airspace extending upward from the surface within 2.4 miles each side of the Chena NDB 089° bearing extending from the 5.3-mile radius of the Fort Wainwright AAF Airport to 10.1 miles east of the Fort Wainwright AAF Airport and within 1.8 miles north of the Fairbanks VORTAC 078° radial extending from the 5.3-mile radius of the Fort Wainwright AAF Airport to 9.9 miles east of the Fort Wainwright AAF Airport; excluding the portion of the arrival extension south of a line from lat. 64°48'52"N, long. 147°12'04"W; to lat. 64°47'27"N, long. 147°25'56"W. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Supplemental Alaska (Airport/Facility Directory).

AAL AK CZ Fairbanks International Airport,
AK

Fairbanks International Airport, AK

(lat. 64°48'57"N, long. 147°51'29"W)

Fox NDB (lat. 64°58'08"N, long. 147°34'48"W)

That airspace extending upward from the surface to and including 2,900 feet MSL within a 5.4-mile radius of the Fairbanks International Airport; excluding that airspace south and east of a line from lat. 64°45'14"N, long. 147°41'16"W; to lat. 64°51'10"N, long. 147°44'09"W; to lat. 64°54'48"N, long. 147°30'57"W; and that airspace extending upward from the surface within 3.3 miles each side of the 218° bearing and 038° bearing from the Fox NDB extending from the 5.4-mile radius of the Fairbanks International Airport to 13.5 miles north of the Fairbanks International Airport; excluding that airspace south and east of a line from lat. 64°45'14"N, long. 147°41'16"W; to lat. 64°51'10"N, long. 147°44'09"W; to lat. 64°54'48"N, long. 147°30'57"W.

AAL AK CZ Galena, AK

Galena Airport, AK

(lat. 64°44'10"N, long. 156°56'15"W)

That airspace extending upward from the surface to and including 2,700 feet MSL within a 5.1-mile radius of the Galena Airport.

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AAL AK CZ Juneau, AK

Juneau International Airport, AK

(lat. 58°21'18"N, long. 134°34'34"W)

Juneau Localizer (lat. 58°21'32"N, long.
134°38'15"W)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 3-mile radius of the Juneau International Airport; and that airspace extending upward from the surface within 2.2 miles each side of the Juneau Localizer west course, extending from the 3-mile radius of the Juneau International Airport to 8.9 miles west of the Juneau International Airport.

AAL AK CZ Kenai, AK

Kenai, Kenai Municipal Airport, AK

(lat. 60°34'17"N, long. 151°14'52"W)

Kenai VOR/DME (lat. 60°36'53"N, long.
151°11'43"W)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 5.2-mile radius of the Kenai Municipal Airport; excluding the airspace below 1,100 feet MSL beyond 4 miles from the Kenai Municipal Airport extending from the 312° bearing clockwise to the 348° bearing from the Kenai Municipal Airport; and that airspace extending upward from the surface within 3.6 miles each side of the Kenai VOR 030° radial extending from the 5.2-mile radius of the Kenai Municipal Airport to 12.1 miles northeast of the Kenai Municipal Airport and within 1.5 miles either side of the Kenai VOR 210° radial from the 5.2-mile radius of the Kenai Municipal Airport to 7.1 miles south of the Kenai Municipal Airport.

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AAL AK CZ King Salmon, AK

King Salmon Airport, AK

(lat. 58°40'36"N, long. 156°38'58"W)

King Salmon VORTAC (lat. 58°43'29"N, long.
156°45'08"W)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 5.2-mile radius of the King Salmon Airport; and that airspace extending upward

from the surface within 2.5 miles each side of the King Salmon VORTAC 312° radial extending from the 5.2-mile radius of the King Salmon Airport to 12.5 miles northwest of the airport.

AAL AK CZ Kodiak, AK
Kodiak Airport, AK

(lat. 57°45'00"N, long. 152°29'38"W)

Woody Island NDB (lat. 57°46'28"N, long. 152°19'24"W)

Kodiak Localizer (lat. 57°45'08"N, long. 152°31'16"W)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 3.1-mile radius of the Kodiak Airport, excluding that airspace west of a line 1.8 miles west of and parallel to the Kodiak

Airport Runway 18-36; and that airspace extending upward from the surface within 1.5 miles north and 2.5 miles south of the Woody Island NDB 253° bearing extending from the 3.1-mile radius of the Kodiak Airport to the Woody Island NDB and within 2.5 miles either side of the Woody Island NDB 073° bearing extending from the Woody Island NDB to 12.5 miles east of the Kodiak Airport.

AAL AK CZ Shemya, AK
Shemya AFB Airport, AK

(lat. 52°42'44"N, long. 174°06'49"E)

Shemya VORTAC (lat. 52°43'06"N, long. 174°02'55"E)

That airspace extending upward from the surface to and including 2,600 feet MSL

within a 4.4 1-mile radius of the Shemya AFB Airport, within 1.8 miles each side of the 104° radial from the Shemya VORTAC extending from the 4.4-mile radius to 4.5 miles east of the airport and within 2.3 miles north and 1.3 miles south of the Shemya VORTAC 275° radial extending from the 4.4-mile radius to 5.2 miles west of the airport.

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Issued in Washington DC, on October 7, 1992.

Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

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