

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71****[Airspace Docket No. 94-AWA-2]****Proposed Modification of the Dallas/Fort Worth Class B Airspace Area; TX****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Notice of proposed rulemaking (NPRM).

SUMMARY: This notice proposes to modify the Dallas/Fort Worth (DFW) Class B airspace area. Specifically, this proposal would raise the upper limit of the DFW Class B airspace area from 10,000 feet mean sea level (MSL) to 11,000 feet MSL, except in the reconfigured northern and southern sections, and would redefine several existing subareas. The FAA is proposing this rule to improve the flow of aviation traffic and enhance safety in the DFW Class B airspace area while accommodating the concerns of airspace users.

DATES: Comments must be received on or before June 24, 1996.

ADDRESSES: Send comments on the proposal in triplicate to the Federal Aviation Administration, Office of Chief Counsel, Attention: Rules Docket, AGC-200, Airspace Docket No. 94-AWA-2, 800 Independence Avenue, SW, Washington, DC 20591. The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916, 800 Independence Avenue, SW., Washington, DC, weekdays except Federal holidays, between 8:30 a.m. and 5:00 p.m. An informal docket may also be examined during normal business hours at the Office of the Regional Air Traffic Division.

FOR FURTHER INFORMATION CONTACT: William C. Nelson, Airspace and Rules Division, ATA-400, Office of Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-3075.

SUPPLEMENTARY INFORMATION:**Comment Invited**

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall

regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket number and should be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 94-AWA-2". The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will also be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Office of Air Traffic Airspace Management, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3075. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should call the FAA's Office of Rulemaking, (202) 267-9677 for a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, that describes the application procedure.

Background

The Class B airspace area (formerly TCA) program was developed to reduce the potential for midair collision in the congested airspace surrounding airports with high density air traffic by providing an area wherein all aircraft are subject to certain operating rules and equipment requirements.

The density of traffic and the type of operations being conducted in the airspace surrounding major terminals increase the probability of midair collisions. In 1970, an extensive study found that the majority of midair collisions occurred between a general aviation (GA) aircraft and an air carrier or military aircraft, or another GA aircraft. The basic causal factor common to these conflicts was the mix of aircraft

operating under visual flight rules (VFR) and aircraft operating under instrument flight rules (IFR). Class B airspace areas provide a method to accommodate the increasing number of IFR and VFR operations. The regulatory requirements of Class B airspace areas afford the greatest protection for the greatest number of people by giving air traffic control (ATC) increased capability to provide aircraft separation service; thereby minimizing the mix of controlled and uncontrolled aircraft. On May 21, 1970, the FAA published the Designation of Federal Airways, Controlled Airspace, and Reporting Points final rule (35 FR 7782). This rule provided for the establishment of Terminal Control Areas (TCA). To date, the FAA has established a total of 29 Class B airspace areas. The FAA is proposing to take action to modify or implement the application of these proven control areas to provide greater protection for air traffic in the airspace areas most commonly used by passenger-carrying aircraft.

The standard configuration of a Class B airspace area contains three concentric circles centered on the primary airport extending to 10, 20, and 30 nautical miles (NM), respectively. The standard vertical limits of the Class B airspace area normally should not exceed 10,000 feet MSL, with the floor established at the surface in the inner area and at levels appropriate to the containment of operations in the outer areas. Variations of these criteria may be utilized contingent on the terrain, adjacent regulatory airspace, and factors unique to the terminal area.

The coordinates for this airspace docket are based on North American Datum 83. Class B airspace areas are published in Paragraph 3000 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR section 71.1. The Class B airspace area listed in this document would be published subsequently in the Order.

Related Rulemaking Actions

On June 21, 1988, the FAA published the Transponder with Automatic Altitude Reporting Capability Requirement Final Rule (53 FR 23356). This rule requires all aircraft to have an altitude encoding transponder when operating within 30 NM of any designated TCA primary airport from the surface up to 10,000 feet MSL. This rule excluded those aircraft that were not originally certificated with an engine driven electrical system, balloons, or gliders.

On October 14, 1988, the FAA published the TCA Classification and

TCA Pilot and Navigation Equipment Requirements Final Rule (53 FR 40318). This rule, in part, removed the different classifications of TCA's, and requires the pilot-in-command of a civil aircraft operating within a TCA to hold at least a private pilot certificate, except for a student pilot who has received certain documented training.

On December 17, 1991, the FAA published the Airspace Reclassification Final Rule (56 FR 65655). This rule discontinued the use of the term "Terminal Control Area" (TCA) and replaced it with the designation "Class B airspace area." This change in terminology is reflected in this NPRM.

Pre-NPRM Public Input

In June 1992 an ad hoc committee was formed to represent all major users to analyze the DFW Class B airspace area and to develop recommendations for modifying the existing design. The ad hoc committee met regularly at various locations throughout the DFW area for approximately one year. The ad hoc committee submitted written comments on modifying the DFW Class B airspace area.

As announced in the Federal Register on October 30, 1993, (58 FR 54073) and on January 31, 1994, (59 FR 4310), pre-NPRM airspace meetings were held on December 8, 1993, in Mesquite, TX, December 13, 1993, in North Richland Hills, TX, April 5, 1994, in North Richland Hills, TX, and April 7, 1994, in Mesquite, TX. These meetings provided local airspace users with an opportunity to present input on the design of the proposed modifications of the DFW Class B airspace area. All comments received during the informal airspace meetings and the subsequent comment periods were considered and incorporated, in part, in this proposed modification. Verbal and written comments received, and the FAA's findings, are summarized below.

Analysis of Comments

Some commenters recommended that portions of the Class B airspace area be reconfigured into VFR corridors.

The FAA did not adopt this recommendation. After thorough review, it was determined that this recommended reconfiguration was not feasible. However, to accommodate the recommendation the FAA proposes to amend the airspace south of Victor (V) airways, V16/94 from Class B to Class E airspace, reducing the lateral limits of the Class B airspace south of DFW Airport.

Certain commenters recommended that the Class B airspace area be decreased in size in the vicinity of

Grand Prairie Airport and that prominent visual landmarks be used to assist pilots in identifying the airspace boundaries.

The FAA supports this recommended modification and proposes to modify the DFW Class B airspace area in the vicinity of Grand Prairie Municipal Airport by moving the 7 NM boundary north to follow Interstate 30 (I-30) and the 10 NM arc north to follow State Highway 303 (SH-303).

Some commenters recommended that the DFW Class B airspace area be modified near the Addison Airport (ADS) to increase traffic pattern airspace for ingress/egress to/from the ADS.

The FAA supports this recommendation and proposes to modify the DFW Class B airspace area in the vicinity of the ADS by raising the floor of the DFW Class B airspace from the surface to 2,000 feet MSL south of Lyndon Baines Johnson (LBJ) Freeway to Forest Lane, and west of ADS to Marsh Lane.

Recommendations were made to modify the DFW Class B airspace area in the vicinity of Naval Air Station Dallas (NAS Dallas) to allow for uniform transition for those aircraft operating in the airspace south of DFW Airport, and in the vicinity north of the Redbird Airport from 2,500 feet MSL to 3,500 feet MSL.

The FAA supports these recommendations, in part, and proposes to raise the floor of the DFW Class B airspace area from the surface to 2,000 feet MSL in the vicinity of NAS Dallas, and to raise the floor of the DFW Class B airspace area north of the Redbird Airport from 2,500 feet MSL to 3,000 feet MSL.

The Airline Transport Association of America (ATA) proposed raising the ceiling of the DFW Class B airspace area from 10,000 feet MSL to 11,000 feet MSL.

The FAA agrees with this recommendation and proposes to raise the ceiling of the DFW Class B airspace area, excluding that airspace overlying the V66/278 and V16/94 airways north and south of the DFW Airport to provide airspace for high performance aircraft while allowing non-participating aircraft to access certain airways above 10,000 feet MSL.

Two areas of concern surfaced relative to the airspace located between 20 and 30 NM west of DFW Airport. First, ATC, for air traffic separation purposes, sometimes assigns altitudes below the floor of this portion of the DFW Class B airspace area. Second, some commenters complained that the current floor of 5,000 feet MSL hinders VFR non-participating aircraft desiring

to transit the airspace beyond 25 NM. The FAA proposes to lower the floor of the airspace from 5,000 feet MSL to 4,000 feet MSL between 20 and 23 NM west, and to raise the floor of the airspace from 5,000 feet MSL to 6,000 feet MSL between 26 and 30 NM west. This would alleviate both concerns while enhancing aviation safety and airspace utilization.

One written comment received after the December 1993 airspace meetings questioned the need for the proposed expansion of the DFW Class B airspace area northwest of the Alliance Airport.

The FAA proposes to decrease the overall amount of DFW Class B airspace area by restructuring the area northwest of Alliance Airport. While there is some proposed expansion northwest of the Alliance Airport, this proposed modification would provide a safer transition area for those aircraft operating into and out of the Alliance Airport.

The Proposal

The FAA proposes to amend 14 CFR part 71 by modifying the DFW Class B airspace area. Specifically, this proposal (depicted in the attached chart) would raise the upper limit of the DFW Class B airspace area from 10,000 feet MSL to 11,000 feet MSL, except in the reconfigured northern and southern sections, and would redefine several existing subareas. The FAA is proposing to amend the airspace south of Victor airways V-16/94 from Class B to Class E airspace.

This proposal would realign the boundaries of the Class B airspace area north of Grand Prairie Municipal Airport to follow Interstate 30 (I-30) and State Highway 303 (SH-303) south of DFW. In addition, this proposed rule would raise the floor of the Class B airspace area to 2,000 feet MSL in the vicinity of NAS Dallas, south of LBJ Freeway to Forest Lane, and west of ADS to Marsh Lane, and 3,000 feet MSL north of Redbird Airport. Further, the FAA proposes to lower the floor of the airspace from 5,000 feet MSL to 4,000 feet MSL between 20 and 23 NM west, and to raise the floor of the airspace from 5,000 feet MSL to 6,000 feet MSL between 26 and 30 NM west. This proposal would enhance safety and improve the flow of aviation traffic in the DFW Class B airspace area.

Regulatory Evaluation Summary

Proposed changes to Federal regulations must undergo several economic analyses. First, Executive order 12866 directs that each Federal agency shall propose or adopt a regulation only upon a reasoned

determination that the benefits of the intended regulation justify its costs. Second, the Regulatory Flexibility Act of 1980 requires agencies to analyze the economic effect of regulatory changes on small entities. Third, the Office of management and Budget directs agencies to assess the effect of regulatory changes on international trade. In conducting these analyses, the FAA has determined that the proposed rule would generate benefits that justify its costs and is not "a significant regulatory action" as defined in the Executive Order and the Department of Transportation Regulatory policies and Procedures. The proposal would not have a significant impact on substantial number of small entities and would not constitute a barrier to international trade. These analyses, available in the docket, are summarized below.

Costs

The FAA has determined that the proposed modification of the DFW Class B airspace area would result in little or no cost to either the agency or aircraft operators, as discussed in the following paragraphs.

The proposal would not impose any additional administrative costs on the FAA for either personnel or equipment. Projected increases in traffic volume would be absorbed by current personnel and equipment resources through more efficient services. Revising aeronautical charts to reflect the change of the airspace area would not add to the cost of the routine and periodic updating of the charts.

The proposal would not require additional avionics equipment for aircraft. Aircraft operators that currently use the affected airspace should already have Mode C transponders. In addition, aircraft operators should also have two-way radio communications. The density of air traffic in the DFW area makes it highly unlikely that VFR traffic would transit this airspace without two-way radio equipment.

Finally, the proposal should not significantly increase the cost to pilots who wish to remain clear of the proposed expanded areas of the DFW Class B airspace area. The pilots would need to make only small deviations from their current flight paths to avoid the proposed expanded areas of Class B airspace.

Benefits

The proposed rule is expected to generate benefits primarily in the form of improved traffic flow while enhancing safety. Traffic flow would improve because air traffic controllers could more efficiently handle the

increasing number of operations at the DFW International Airport. Based on the FAA's Terminal Area Forecast, total aircraft operations at the DFW International Airport were about 831,000 in 1994, up from 504,000 in 1984, and are projected to increase to about 1,009,000 by the year 2000. Also, passenger enplanements were estimated to be 25.5 million in 1994, up from 15.5 million in 1984, and are projected to increase to about 35.3 million by the year 2000. The proposed rule would enhance safety by lowering the risk of midair collisions. This lower risk would result from the increased control in those areas where Class B airspace would be expanded.

The proposed rule would benefit GA aircraft operators by contracting the Class B airspace in certain areas. Additionally, it would simplify the airspace area.

Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 (RFA) was enacted by Congress to ensure that small entities are not unnecessarily or disproportionately burdened by Federal regulations. The RFA requires a Regulatory Flexibility Analysis if a proposed rule would have "a significant economic impact on a substantial number of small entities." FAA Order 2100.14A outlines the FAA's procedures and criteria for implementing the RFA. Small entities are independently owned and operated small businesses and small not-for-profit organizations. A substantial number of small entities is defined as a number that is 11 or more and which is more than one-third of the small entities subject to this proposal. The FAA has determined that the proposal would not result in a significant economic impact on a substantial number of small entities. Therefore, a regulatory flexibility analysis is not required under the terms of the RFA.

International Trade Impact Assessment

The proposal would not constitute a barrier to international trade, including the export of U.S. goods and services to foreign countries and the import of foreign goods and services to the United States. This proposal would not impose costs on aircraft operators or aircraft manufacturers in the United States or foreign countries. The modification of the Class B airspace area would only affect U.S. terminal airspace operating procedures at and in the vicinity of Dallas-Fort Worth, TX. The proposal would not have international trade ramifications because it is a domestic airspace matter that would not impose

additional costs or requirements on affected entities.

Federalism Implications

This proposed rule would not have substantial direct effects on the states, the relationship between the national government and the states, or the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612 (52 FR 41695; October 30, 1987), it is determined that this proposed rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Paperwork Reduction Act

This proposed rule contains no information collection requests requiring approval of the Office of Management and Budget pursuant to the Paperwork Reduction Act (44 U.S.C. 3507 et seq.).

International Civil Aviation Organization (ICAO) and Joint Aviation Regulations (JAR)

The FAA has determined that this proposal, if adopted, would not conflict with any international agreements of the United States.

Conclusion

For reasons discussed in the preamble, and based on the findings in the Regulatory Flexibility Determination and the International Trade Impact Assessment, the FAA has determined that this regulation is not a "significant regulatory action" under Executive Order 12866. In addition, the FAA certifies that this regulation 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 regulation is not considered significant under DOT Order 2100.5, Policies and Procedures for Simplification, Analysis and Review of Regulations. A regulatory evaluation of the proposed regulation, including a Regulatory Flexibility Determination and International Trade Impact Assessment 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, Navigation (Air).

The Proposed Amendment

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 3000—Subpart B—Class B Airspace

* * * * *

ASW TX B Dallas/Fort Worth, TX [Revised]

Dallas/Fort-Worth International Airport
(Primary Airport)

(Lat. 32°53'49"N., long. 97°02'33"W.)

Dallas/Fort-Worth VORTAC

(Lat. 32°51'57"N., long. 97°01'41"W.)

Boundaries

Area A. That airspace extending upward from the surface to and including 11,000 feet MSL beginning at the intersection of the DFW VORTAC 10-mile arc and Josey Lane, thence southbound on Josey Lane to Forest Lane, thence eastbound on Forest Lane until Interstate 635 (that also coincides with the DFW VORTAC 15-mile arc), extending clockwise on the DFW VORTAC 15-mile arc until the DFW VORTAC 129° radial 15-mile DME fix, thence northwest on the DFW VORTAC 129° radial until Interstate 30, extending west on Interstate 30 until the DFW VORTAC 7-mile arc, thence clockwise on the DFW VORTAC 7-mile arc until the DFW VORTAC 310° radial, 7-mile DME fix, extending northwest on the DFW VORTAC 310° radial until the DFW VORTAC 310° radial 10-mile DME fix, and extending clockwise on the DFW VORTAC 10-mile arc to the point of beginning.

Area B. That airspace extending upward from 2,000 feet MSL to and including 11,000 feet MSL beginning at the DFW VORTAC 310° radial 10-mile DME fix, thence southeast on the DFW VORTAC 310° radial until the DFW VORTAC 310° radial 7-mile DME fix, extending counterclockwise on the DFW VORTAC 7-mile arc until Interstate 30, thence eastbound on Interstate 30 to the DFW VORTAC 129° radial, thence southeast on the DFW VORTAC 129° radial until the DFW VORTAC 129° radial 10-mile DME fix, extending clockwise on the DFW VORTAC 10-mile arc until Highway 303, thence west on Highway 303 until the DFW VORTAC 10-mile DME arc, and extending clockwise on the DFW VORTAC 10-mile arc to the DFW VORTAC 300° radial 10-mile DME fix, thence northwest on the 300° radial until the DFW VORTAC 300° 13-mile DME fix, extending clockwise on the DFW VORTAC 13-mile arc until the DFW VORTAC 023° radial 13-mile DME fix, thence southeast on the DFW

VORTAC 023° radial until the DFW VORTAC 023° radial 10-mile DME fix, extending counterclockwise on the DFW VORTAC 10-mile arc to the DFW VORTAC 310° 10-mile DME fix; and that airspace extending upward from 2,000 feet MSL to and including 11,000 feet MSL beginning at the intersection of the DFW VORTAC 10-mile arc and Josey Lane, thence southbound on Josey Lane to Forest Lane, thence eastbound on Forest Lane to Interstate 635, thence westbound on Interstate 635 to the DFW VORTAC 10-mile arc, and extending counterclockwise on the DFW VORTAC 10-mile arc to the point of beginning.

Area C. That airspace extending upward from 2,500 feet MSL to and including 11,000 feet MSL beginning at the intersection of the DFW VORTAC 15-mile arc and Interstate 635, extending clockwise on the DFW VORTAC 15-mile arc until the DFW VORTAC 129° radial 15-mile DME fix, thence southeast on the DFW VORTAC 129° radial until the DFW VORTAC 129° radial 20-mile DME fix, extending counterclockwise on the DFW VORTAC 20-mile arc until Interstate 635, and extending northwest along Interstate 635 to the point of beginning.

Area D. That airspace extending upward from 3,000 feet MSL to and including 11,000 feet MSL beginning at the DFW VORTAC 300° radial 10-mile DME fix, extending counterclockwise on the DFW VORTAC 10-mile arc to Highway 303, thence eastbound on Highway 303 until the DFW VORTAC 10-mile arc, extending counterclockwise on the DFW VORTAC 10-mile arc to the DFW VORTAC 129° radial, thence southeast along the DFW VORTAC 129° radial until the DFW VORTAC 129° radial 20-mile DME fix, extending clockwise on the DFW VORTAC 20-mile arc until the DFW VORTAC 217° radial, thence northeast on the DFW VORTAC 217° radial until the DFW VORTAC 217° radial 13-mile DME fix, extending clockwise along the DFW VORTAC 13-mile arc to the DFW VORTAC 300° radial 13-mile DME fix, and thence southeast on the DFW VORTAC 300° radial to the point of beginning; and that airspace extending upward from 3,000 feet MSL to and including 11,000 feet MSL beginning at the DFW VORTAC 300° radial 13-mile DME fix, thence northwest on the DFW VORTAC 300° radial until the DFW VORTAC 300° radial 20-mile DME fix, extending clockwise on the DFW VORTAC 20-mile arc until Interstate 635, extending northwest along Interstate 635 until the DFW VORTAC 10-mile arc, extending counterclockwise on the DFW VORTAC 10-mile arc until the DFW VORTAC 023° radial 10-mile DME fix, thence northeast on the DFW VORTAC 023° radial until the DFW VORTAC 023° radial 13-mile DME fix, and extending counterclockwise on the DFW VORTAC 13-mile arc to the point of beginning.

Area E. That airspace extending upward from 4,000 feet MSL to and including 11,000 feet MSL beginning at the DFW VORTAC 217° radial 20-mile DME fix, extending counterclockwise on the DFW VORTAC 20-mile arc until the DFW VORTAC 300° radial 20-mile DME fix, thence southeast on the DFW VORTAC 300° radial until the DFW VORTAC 300° radial 13-mile DME fix,

extending counterclockwise on the DFW VORTAC 13-mile arc until the DFW VORTAC 217° radial 13-mile DME fix, thence southwest on the DFW VORTAC 217° radial until the DFW VORTAC 217° radial 20-mile fix, extending clockwise on the DFW VORTAC 20-mile arc until Interstate 820, thence west and north on Interstate 820 until the DFW VORTAC 23-mile arc, extending clockwise on the DFW VORTAC 23-mile arc until Highway 156, thence northeast on Highway 156 until the DFW VORTAC 329° radial, thence northwest on the DFW VORTAC 329° radial until intercepting a line defined by the DFW VORTAC 041° radial 30 DME fix and the DFW VORTAC 315° radial 30 DME fix, thence east along that line defined by the DFW VORTAC 041° radial 30 DME fix and the DFW VORTAC 315° radial 30 DME fix until the DFW VORTAC 30-mile arc, extending clockwise on the DFW VORTAC 30-mile arc until the DFW VORTAC 138° radial 30-mile DME fix, thence west until the DFW VORTAC 217° radial 28.3 mile DME fix, and thence northeast on the DFW VORTAC 217° radial until the point of beginning.

Area F. That airspace extending upward from 4,000 feet MSL to and including 10,000 feet MSL beginning at the DFW VORTAC 138° radial 30-mile DME fix, extending clockwise on the DFW VORTAC 30-mile arc until the DFW VORTAC 162° radial 30-mile DME fix, thence west until the DFW VORTAC 196° radial 30-mile DME fix, extending clockwise on the DFW VORTAC 30-mile arc until the DFW VORTAC 217° radial 30-mile DME fix, and thence northeast on the DFW VORTAC 217° radial until the DFW VORTAC 217° radial 28.3-mile DME fix, and thence east on a line to the point of beginning; and that airspace extending upward from 4,000 feet MSL to and including 10,000 feet MSL beginning at the DFW 315° radial 30-mile DME fix, extending clockwise on the DFW 30-mile arc until the DFW 336° radial 30-mile DME fix, thence east until the DFW 020° radial 30-mile DME fix, extending clockwise on the DFW 30-mile arc until the DFW 041° radial 30-mile DME fix, and thence west on a line until the point of beginning.

Area G. That airspace extending upward from 5,000 feet MSL, up to and including 11,000 feet MSL beginning at the DFW VORTAC 315° radial 30-mile DME fix, extending counterclockwise on the DFW VORTAC 30-mile arc until the DFW VORTAC 293° radial, thence southeast on the DFW VORTAC 293° radial until the DFW VORTAC 26-mile DME fix, extending counterclockwise on the DFW VORTAC 26-mile arc until Highway 377, thence southwest on Highway 377 until the DFW VORTAC 30-mile arc, and counterclockwise to the DFW VORTAC 217° radial 30-mile DME fix, thence northeast on the DFW VORTAC 217° radial until the DFW VORTAC 20-mile arc, extending clockwise on the 20-mile arc until Interstate 820, thence west and north on Interstate 820 until the DFW VORTAC 23-mile arc, thence clockwise on the DFW VORTAC 23-mile arc until Highway 156, extending northeast on Highway 156 to the DFW VORTAC 329° radial, thence northeast on the DFW VORTAC 329° radial,

until intercepting a line defined by the DFW VORTAC 041° radial 30-mile DME fix and the DFW VORTAC 315° radial 30-mile DME fix, thence west along that line until the point of beginning.

Area H. That airspace extending upward from 6,000 feet MSL to and including 11,000 feet MSL beginning at the DFW VORTAC 293° radial 30-mile DME fix, thence

southeast on the DFW VORTAC 293° radial until the DFW VORTAC 293° radial 26-mile DME fix, extending counterclockwise on the DFW VORTAC 26-mile arc until Highway 377, thence southwest on Highway 377 until the DFW VORTAC 30-mile arc, and extending clockwise on the DFW VORTAC 30-mile arc until the point of beginning.

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Issued in Washington, DC, on May 2, 1996.

Nancy B. Kalinowski,
*Acting Program Director for Air Traffic
Airspace Management, ATA-1.*

Note: This appendix will not appear in the Code of Federal Regulations.

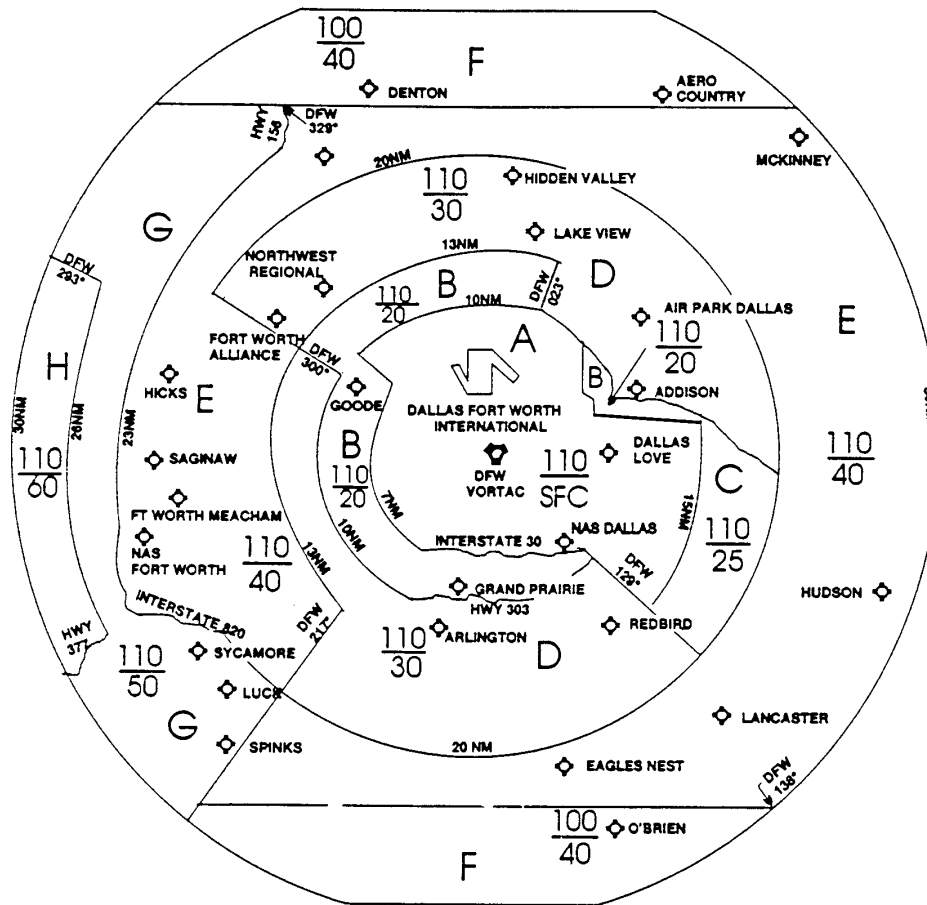
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Appendix—Dallas/Fort Worth International Airport Class B Airspace Area

DALLAS/FORT WORTH INTERNATIONAL AIRPORT

CLASS B AIRSPACE AREA

(NOT TO BE USED FOR NAVIGATION)



Prepared by the

FEDERAL AVIATION ADMINISTRATION

Air Traffic Publications Branch

ATP-210