

submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 96-NM-224-AD." The postcard will be date stamped and returned to the commenter.

Regulatory Impact

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

96-19-04 Fokker: Amendment 39-9752. Docket 96-NM-224-AD.

Applicability: Model F28 Mark 1000, 2000, 3000, and 4000 series airplanes, serial numbers 11017 through 11241 inclusive; on which Fokker Service Bulletin F28/53-121, Revision 1, dated December 13, 1991, has not been accomplished; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent cracking of the fuselage skin, which could result in reduced structural integrity of the fuselage and/or rapid decompression of the airplane, accomplish the following:

(a) Within 60 days after the effective date of this AD, perform a one-time low frequency eddy current inspection to detect cracks of the dimpled lap joints in the fuselage skin between stringers 16 and 17, stringers 58 and 59, and frames 13345 and 14285, in accordance with Fokker Service Bulletin F28/53-144, dated July 15, 1996.

(1) If no crack is detected, no further action is required by this paragraph.

(2) If any crack is detected, prior to further flight, repair the affected lap joint in accordance with Fokker Service Bulletin F28/53-121, Revision 1, dated December 13, 1991. Accomplishment of the repair is considered acceptable for compliance with AD 92-19-02, amendment 39-8359 (57 FR 40311, September 3, 1992), and constitutes terminating action for the inspection identified as item 53-30-08 of the Fokker structural integrity program, which is required by AD 93-13-04, amendment 39-8617 (58 FR 38513, July 17, 1993).

(b) Within 10 days after accomplishing the inspection required by paragraph (a) of this AD, submit a report of the inspection results (both positive and negative findings) to Fokker Services, ATTN: Manager Service Engineering Jet Aircraft, P.O. Box 75047, 1117 ZN, Schiphol, The Netherlands. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The inspection shall be done in accordance with Fokker Service Bulletin F28/53-144, dated July 15, 1996. The replacement shall be done in accordance with Fokker Service Bulletin F28/53-121, Revision 1, dated December 13, 1991. The incorporation by reference of Fokker Service Bulletin F28/53-144, dated July 15, 1996, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The incorporation by reference of Fokker Service Bulletin F28/53-121, Revision 1, dated July 15, 1996, was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of October 8, 1992 (57 FR 40311, September 3, 1992). Copies may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on September 26, 1996.

Issued in Renton, Washington, on September 3, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-22917 Filed 9-10-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 94-AWA-2]

RIN 2120-AA66

Modification of the Dallas-Fort Worth Class B Airspace Area; TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Dallas-Fort Worth (DFW) Class B airspace area. Specifically, this rule raises 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 redefines several existing subareas. The FAA is taking this action to improve the flow of aviation traffic and enhance safety in the DFW Class B airspace area while accommodating the concerns of airspace users.

EFFECTIVE DATE: 0901 UTC, October 10, 1996.

FOR FURTHER INFORMATION CONTACT: Bil Nelson, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Background

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" and replaced it with the designation "Class B airspace area." This change in terminology is reflected in this final rule.

The Class B airspace area 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 Class B airspace areas. To date, the FAA has

established a total of 29 Class B airspace areas.

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 will be subsequently published 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 nautical miles of any designated Class B 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, and gliders.

On October 14, 1988, the FAA published the Class B Airspace Classification and Class B Airspace Pilot and Navigation Equipment Requirements Final Rule (53 FR 40318). This rule, in part, removed the different classifications of Class B airspace areas, and requires the pilot-in-command of a civil aircraft operating within a Class B airspace area to hold at least a private pilot certificate, except for a student pilot who has received certain documented training.

Public Input

In June, 1992, an ad hoc committee representing a cross section of the aviation community was formed 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, and submitted written comments on modifying the DFW Class B airspace area.

As announced in the Federal Register on October 20, 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.

On May 10, 1996, the FAA published a notice of proposed rulemaking (NPRM) (61 FR 21910) that proposed modifications to the DFW Class B airspace area. In response to this notice the FAA received four written comments. Recommendations and suggestions from the ad hoc committee, and other comments received in response to the NPRM were considered before making any determination on this final rule. These comments are analyzed below.

Analysis of Comments

One commenter, representing the Texas Soaring Association, believes that the description in the NPRM of Area F did not reflect the FAA's proposal to amend the Class B airspace south of V16/94 to Class E airspace.

The FAA agrees that the description in the NPRM erroneously described Area F. The correct description of Area F will be reflected in this final rule and on the attached graphic.

American Airlines, Air Line Pilots Association (ALPA) and the Aircraft Owner's and Pilots Association support the modification of the DFW Class B airspace area.

The Rule

This amendment to 14 CFR part 71 modifies the DFW Class B airspace area. The modifications are depicted on the attached chart. Specifically, this rule raises 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 redefines several existing subareas. Raising the ceiling to 11,000 feet MSL accommodates arriving traffic using standard instrument arrival routes and departing traffic utilizing standard instrument departure routes into and out of the DFW Metroplex area.

In addition, the FAA amends the airspace south of V16/94 from Class B to Class E airspace. This modification allows GA and other users to traverse along V-16/94 east or westbound while remaining outside the DFW Class B airspace area. This rule realigns the boundaries of the DFW Class B airspace

area to follow Interstate 30 (I-30) and State Highway 303 (SH-303) south of DFW airport that lie north and south of Grand Prairie Municipal Airport, and the Naval Air Station (NAS) Dallas airports. This realignment will assist GA aircraft pilots in identifying the boundaries of the DFW Class B airspace in this area. Additionally, this action raises the floor of the DFW Class B airspace area to 2,000 feet MSL in the vicinity of NAS Dallas, south of Lyndon Baines Johnson Freeway to Forest Lane, and west of Addison Airport to Marsh Lane, and 3,000 feet MSL north of Redbird Airport. Modifying the floors in these areas provides more operational airspace into and out of the Redbird, Grand Prairie Municipal, and NAS Dallas airports.

Further, the FAA is lowering the floor of the DFW Class B airspace area from 5,000 feet MSL to 4,000 feet MSL between 20 and 23 NM west, and raising the floor of the Class B airspace area from 5,000 feet MSL to 6,000 feet MSL between 26 and 30 NM west of DFW. Modifying this Class B airspace will enhance safety and improve the flow of aviation traffic within the DFW Class B area.

Regulatory Evaluation Summary

Changes to Federal regulations must undergo several economic analyses. First, Executive Order 12866 specifies 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 this Final Rule: (1) will generate benefits that justify its minimal costs and is not "a significant regulatory action" as defined in the Executive Order; (2) is not "significant" as defined in the Department of Transportation Regulatory Policies and Procedures; (3) will not have a significant impact on a substantial number of small entities; (4) will not constitute a barrier to international trade; and (5) will not impose a significant intergovernmental or private sector mandate. These analyses, available in the docket, are summarized below.

Costs-Benefit Analysis

The FAA has determined that this rule will generate additional benefits in the form of enhanced aviation safety

and operational efficiency. The modification of the DFW Class B airspace area will enhance operational efficiency through the promotion of additional operational procedures and aviation safety in the form of the reduced risk of midair collisions in the modified Class B airspace area. This rule is expected to impose little or no costs on the FAA for administrative functions and aircraft operators for additional avionics equipment and circumnavigation. Cost and benefits are discussed below.

Costs

Cost Impact on Aircraft Operators

The modification of the DFW Class B airspace area will not require operators to purchase additional aircraft avionics equipment. Aircraft operators that currently use the airspace area already have Mode C transponders and two-way radio communications equipment; therefore, there will be no additional cost incurred for aircraft avionics equipment. Additionally, the density of air traffic in the DFW airspace area makes it highly unlikely that VFR traffic will transit this airspace without two-way radio equipment.

The final rule also will result in a small increase in cost for pilots who wish to remain clear of the expanded DFW Class B airspace area. As the result of this rule, the potentially impacted pilots are expected to make a small deviation from their current flight paths to avoid the expanded Class B airspace area. This assessment is based on the belief that the impacted pilots will only have to climb an additional 1,000 feet MSL. This deviation will require an additional 5 to 10 minutes of flight time. This modification does not change the 30 mile circumference of the DFW Class B airspace area.

Cost Impact on the FAA

The final rule will not impose any additional administrative costs on the FAA for either personnel or equipment. Projected increases in traffic volume will be absorbed by current personnel and equipment resources through more efficient operational procedures (for example, sequencing and separation of aircraft services). Revising aeronautical charts to reflect the change in the Class B airspace area will not add to the cost of the routine and periodic updating of the charts.

Benefits

Enhanced Aviation Safety

The FAA has determined the modification of the DFW Class B airspace area is in the best interest of

flight safety and will result in a greater degree of protection for the greatest number of people during flight in the terminal area. A reduction in probability of midair collisions will stem from increased control in those areas where Class B airspace will be modified. Based on the FAA's Terminal Area Forecast, total aircraft operations at the DFW International Airport were about 870,000 in 1995 up from 550,000 in 1985 and are projected to increase to about 1,000,000 by the year 2000. Also, passenger enplanements were estimated to be 27 million in 1995 up from 18 million in 1985 and are projected to increase to about 35 million by the year 2000. In lieu of the projected increase for total operations and passenger enplanements, the FAA has determined this final rule will enhance safety by lowering the potential risk of midair collisions.

Enhanced Operational Efficiency

The FAA has determined the final rule will enhance aircraft operational efficiency. The final rule will raise the airspace ceiling to meet the increasing air traffic requirements flowing in and out of DFW via standard instrument arrival and departure routes, or alternative Air Traffic Control (ATC) instructions. This assessment of the enhancement in operational efficiency is based on the FAA's assumption that improvements in traffic flow will occur because air traffic controllers will be better able to handle the increasing number of operations at the DFW International Airport. Further, the FAA contends that this enhancement will stem from an increase in airspace area capacity. This modification will enable ATC to have the capability of providing additional spacing and sequencing of aircraft. The final rule's configuration increases the airspace area for high performance aircraft, while allowing non-participating aircraft to access certain airways above 11,000 feet MSL. Additionally, this modification of Class B airspace identifies additional airspace for large turbojet aircraft operations in the DFW airspace area.

International Trade Impact Assessment

The final rule will 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 modification will not impose any additional costs on aircraft operators or aircraft manufacturers in the United States or foreign countries. The modification of the Class B airspace area will only affect U.S. terminal airspace operating procedures at and in

the vicinity of DFW. The modification will not have international trade ramifications because it is a domestic airspace matter that will not impose additional costs or requirements on affected entities.

Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 (RFA) was enacted by Congress to ensure that small entities are not unnecessarily and disproportionately burdened by Federal regulations. The RFA requires a Regulatory Flexibility Analysis if a final rule will 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.

The small entities that potentially maybe affected by this final rule are unscheduled air taxi operators for hire that own nine or fewer aircraft operating in the vicinity of the DFW Class B airspace area. Only unscheduled aircraft operators without the capability to operate under IFR conditions will be potentially impacted by the final rule. The FAA contends that the unscheduled air taxi operators that the final rule may potentially affect are already equipped to operate under IFR conditions. The FAA has concluded that the potentially impacted operators regularly fly to airports where radar approach control services have already been established such as the DFW Class B airspace area; therefore, there will be no additional cost to these entities. The FAA does not anticipate any adverse impacts to occur as a result of the final rule. The FAA has concluded that the final rule will not result in a significant economic impact on a substantial number of small entities.

Unfunded Mandate Assessment

Title II of the Unfunded Mandates Reform Act of 1995 (the Act), enacted as Pub. L. 104-4 on March 22, 1995, requires each Federal agency, to extent permitted by law, to prepare a written assessment of effects of any Federal mandate in a proposed or final agency rule that may result in the expenditure by State, local, and tribal governments, in the aggregate, or by the private sector, of \$100 million or more (adjusted annually for inflation) in any one year. Section 204(a) of the Act, 2 U.S.C. 1534(a), requires the Federal agency to develop an effective process to permit timely input by elected officers (or their designees) of State, local and tribal governments on a proposed "significant intergovernmental mandate." A "significant intergovernmental mandate" under the Act is any

provision in a Federal agency regulation that would impose an enforceable duty upon State, local, and tribal governments, in the aggregate, of \$100 million (adjusted annually for inflation) in any one year. Section 203 of the Act, 2 U.S.C. 1533, which supplements section 204(a), provides that before establishing any regulatory requirements that might significantly or uniquely affect small governments, the agency shall have developed a plan that among other things, provides for notice for potentially affected small governments, if any, and for a meaningful and timely opportunity to provide input in the development of regulatory proposals.

This rule does not contain any Federal intergovernmental or private sector mandate. Therefore, the requirements of Title II of the Unfunded Mandates Reform Act of 1995 do not apply.

Paperwork Reduction Act

This 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.*).

Federalism Implications

This rule will 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 rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

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 will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. This regulation is not considered significant under DOT Order 2100.5, Policies and Procedures for Simplification, Analysis and Review of Regulations. A final regulatory evaluation, including a final 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 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 I-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 I-30, extending west on I-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 I-30, thence eastbound on I-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 SH-303, thence west on SH-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 I-635, thence westbound on I-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 I-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 I-635, and extending northwest along I-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 SH-303, thence eastbound on SH-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 I-

635, extending northwest along I-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 I-820, thence west and north on I-820 until the DFW VORTAC 23-mile arc, extending clockwise on the DFW VORTAC 23-mile arc until SH-156, thence northeast on SH-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° 30-mile DME fix, extending clockwise on the DFW VORTAC 30-mile DME arc until the DFW VORTAC 149° radial 30-mile DME fix, thence west to the DFW VORTAC 210° radial 30-mile DME fix, extending clockwise on the DFW VORTAC 30-mile DME arc until the DFW VORTAC 217° radial 30-mile DME fix, thence northeast on the DFW VORTAC 217° radial to the 28.3-mile DME fix and then east on a line to the point of the beginning, and that airspace extending upward from 4,000 feet MSL to and including 10,000 feet MSL beginning at the DFW VORTAC 315°

radial 30-mile DME fix, extending clockwise on the DFW VORTAC 30-mile arc until the DFW 336° radial 30-mile DME fix, thence east until the DFW VORTAC 020° radial 30-mile DME fix, extending clockwise on the DFW VORTAC 30-mile arc until the DFW VORTAC 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 SH-377, thence southwest on SH-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 I-820, thence west and north on I-820 until the DFW VORTAC 23-mile arc, thence clockwise on the DFW VORTAC 23-mile arc until SH-156, extending northeast on SH-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 SH-377, thence southwest on SH-377 until the DFW VORTAC 30-mile arc, and extending clockwise on the DFW VORTAC 30-mile arc until the point of the beginning.

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Jeff Griffith,

Program Director for Air Traffic Airspace Management, ATA-1.

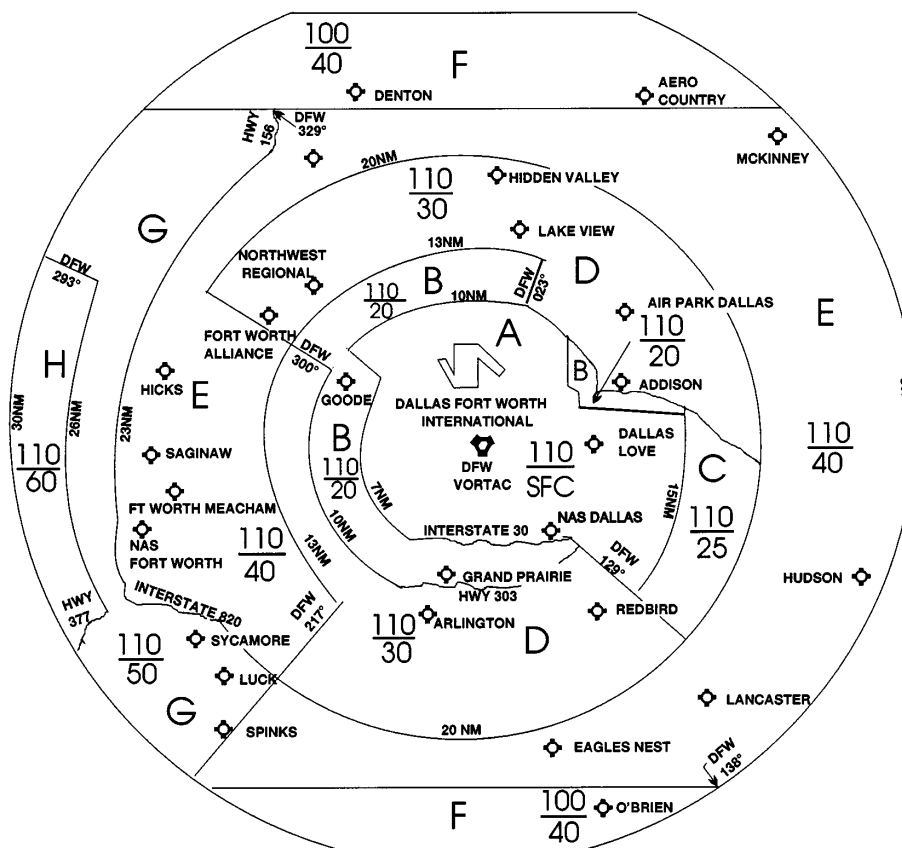
Note: This appendix will not appear in the Code of Federal Regulations. Appendix—Dallas-Fort Worth International Airport Class B Airspace Area.

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DALLAS/FORT WORTH INTERNATIONAL AIRPORT

CLASS B AIRSPACE AREA

(NOT TO BE USED FOR NAVIGATION)



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