

Reporting and recordkeeping requirements.

10 CFR Part 140

Criminal penalties, Extraordinary nuclear occurrence, Insurance, Intergovernmental relations, Nuclear materials, Nuclear power plants and reactors, Reporting and recordkeeping requirements.

For the reasons set out in the preamble and under the authority of the Atomic Energy Act of 1954, as amended, the Energy Reorganization Act of 1974, as amended, and 5 U.S.C. 553, the NRC is proposing to adopt the following amendments to 10 CFR parts 50 and 140.

PART 50—DOMESTIC LICENSING OF PRODUCTION AND UTILIZATION FACILITIES

1. The authority citation for Part 50 continues to read as follows:

Authority: Secs. 102, 103, 104, 105, 161, 182, 183, 186, 189, 68 Stat. 936, 937, 938, 948, 953, 954, 955, 956, as amended, sec. 234, 83 Stat. 444, as amended (42 U.S.C. 2132, 2133, 2134, 2135, 2201, 2232, 2233, 2236, 2239, 2282); secs. 201, as amended, 202, 206, 88 Stat. 1242, as amended 1244, 1246, (42 U.S.C. 5841, 5842, 5846).

Section 50.7 also issued under Pub. L. 95-601, sec. 10, 92 Stat. 2951 (42 U.S.C. 5851). Sections 50.10 also issued under secs. 101, 185, 68 Stat. 955, as amended (42 U.S.C. 2131, 2235); sec. 102, Pub. L. 91-190, 83 Stat. 853 (42 U.S.C. 4332). Sections 50.13, 50.54(dd), and 50.103 also issued under sec. 108, 68 Stat. 939, as amended (42 U.S.C. 2138). Sections 50.23, 50.35, 50.55, and 50.56 also issued under sec. 185, 68 Stat. 955 (42 U.S.C. 2235). Sections 50.33a, 50.55a and Appendix Q also issued under sec. 102, Pub. L. 91-190, 83 Stat. 853 (42 U.S.C. 4332). Sections 50.34 and 50.54 also issued under sec. 204, 88 Stat. 1245 (42 U.S.C. 5844). Sections 50.58, 50.91, and 50.92 also issued under Pub. L. 97-415, 96 Stat. 2073 (42 U.S.C. 2239). Section 50.78 also issued under sec. 122, 68 Stat. 939 (42 U.S.C. 2152). Sections 50.80-50.81 also issued under sec. 184, 68 Stat. 954, as amended (42 U.S.C. 2234). Appendix F also issued under sec. 187, 68 Stat. 955 (42 U.S.C. 2237).

2. In § 50.54(w), paragraph (5) is added to read as follows:

§ 50.54 Conditions of licenses.

* * * * *

(w) * * *

(5) For the specified reactor configurations during permanent shutdown, licensees shall maintain the following insurance requirements notwithstanding paragraph (w)(1):

(i) For Reactor Configuration 1: when the reactor is defueled, permanently shutdown, and the spent fuel cladding temperature in the spent fuel pool is 565°C or greater for a postulated loss of

spent fuel pool cooling event, the insurance coverage must be as specified in paragraph (w)(1).

(ii) For Reactor Configuration 2: when the reactor is defueled and permanently shutdown, no operating reactors are on the site, and the spent fuel cladding temperature in the spent fuel pool does not exceed 565°C for a postulated loss-of-spent-fuel-pool-cooling event, the minimum insurance coverage limit for each reactor must be \$50 million.

(iii) For Reactor Configuration 3: when the reactor is defueled and permanently shutdown, no operating reactors are on the site, no fuel is in the spent fuel pool, and the radioactive liquid inventory onsite is 1,000 gallons or greater, the minimum insurance coverage for each reactor must be \$50 million.

(iv) For Reactor Configuration 4: when the reactor is defueled and permanently shutdown, no operating reactors are on the site, no fuel is in the spent fuel pool, and the radioactive liquid inventory onsite is less than 1,000 gallons, the minimum insurance coverage for each reactor must be \$25 million. For sites awaiting license termination, no insurance coverage is required if the licensee has completed its terminal radiation survey and the site is ready for the confirmatory survey for license termination.

* * * * *

PART 140—FINANCIAL PROTECTION REQUIREMENTS AND INDEMNITY AGREEMENTS

1. The authority citation for Part 140 continues to read as follows:

Authority: Secs. 161, 170, 68 Stat. 948, 71 Stat. 576, as amended (42 U.S.C. 2201, 2210); secs. 201, as amended, 202, 88 Stat. 1242, as amended, 1244 (42 U.S.C. 5841, 5842).

2. In § 140.11(a), remove “and” at the end of paragraph (3), change “.” at end of paragraph (4) to “; and” and add paragraph (5) to read as follows:

§ 140.11 Amounts of financial protection for certain reactors.

(a) * * *

(5) For the specified reactor configurations during permanent shutdown of nuclear power reactors (such reactors being classified as having zero electric power level rated capacity) that were covered during their operation by paragraph (a)(4):

(i) For Reactor Configuration 1: when the reactor is defueled, permanently shutdown, and the spent fuel cladding temperature in the spent fuel pool is 565°C or greater for a postulated loss of spent fuel pool cooling event, in the amount as specified in paragraph (a)(4).

(ii) For Reactor Configuration 2: when the reactor is defueled and permanently shutdown, no operating reactors are on the site, and the spent fuel cladding temperature in the spent fuel pool does not exceed 565°C for a postulated loss-of-spent-fuel-pool-cooling event, in the amount of \$100 million for each reactor.

(iii) For Reactor Configuration 3: when the reactor is defueled and permanently shutdown, no operating reactors are on the site, no fuel is in the spent fuel pool, and the radioactive liquid inventory onsite is 1,000 gallons or greater, in the amount of \$50 million for each reactor.

(iv) For Reactor Configuration 4: when the reactor is defueled and permanently shutdown, no operating reactors are on the site, no fuel is in the spent fuel pool, and the radioactive liquid inventory onsite is less than 1,000 gallons, in the amount of \$25 million for each reactor.

Dated at Rockville, Maryland, this 23rd day of October, 1997.

For the Nuclear Regulatory Commission.

John C. Hoyle,

Secretary of the Commission.

[FR Doc. 97-28679 Filed 10-29-97; 8:45 am]

BILLING CODE 7590-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 95-AWA-1]

RIN 2120-AA66

Proposed Modification of the Houston Class B Airspace Area; Texas

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This notice proposes to modify the Houston, TX, (IAH) Class B airspace area. Specifically, this action proposes to reconfigure two existing subarea boundaries and create an additional subarea within the Houston Class B airspace area. The FAA is proposing this action to enhance safety, reduce the potential for midair collision, and to better manage air traffic operations into, out of, and through the Houston Class B airspace area while accommodating the concerns of airspace users.

DATES: Comments must be received on or before December 1, 1997.

ADDRESSES: Send comments on the proposal in triplicate to the Federal Aviation Administration, Office of the

Chief Counsel, Attention: Rules Docket, AGC-200, Airspace Docket No. 95-AWA-1, 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: Ms. Sheri A. Edgett Baron, 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:

Comments 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 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. 95-AWA-1." 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 Notice of Proposed Rulemaking (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) 267-8783. 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

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.

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 TCAs. 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 mean sea level (MSL), with the floor established at the surface in the inner area and at levels appropriate for 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 7400.9E, dated September 10, 1997, and effective September 16, 1997, 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, (or those that have not subsequently been certified with such a 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 TCAs, 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.

Pre-NPRM Public Input

In June 1992, an ad hoc committee was formed, representing airspace users, to analyze the Houston Class B airspace area and develop recommendations for modifying the existing airspace design. The ad hoc committee met on several occasions and submitted written

recommendations for modifying the Houston Class B airspace area.

As announced in the **Federal Register** on January 28, 1994 (59 FR 4134), a pre-NPRM informal airspace meeting was held on April 19, 1994, in Pasadena, TX, to provide local airspace users an opportunity to present input on the design of the planned modifications of the Houston Class B airspace area.

All comments received during the informal airspace meetings and the subsequent comment period were considered and incorporated, in part, in this NPRM. Verbal and written comments were received, and the FAA's findings are summarized below.

Analysis of Comments

One commenter recommended realigning the existing 30 NM arc boundary east-southeast of the George Bush Intercontinental Airport (formerly Houston Intercontinental Airport), in the vicinity of the Baytown Airport, and R.W.J. Airpark.

The FAA supports this recommendation and proposes to realign a portion of the east-southeast boundary of the Houston Class B airspace area defined as (a portion of) the Humble Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) 30 NM arc, at the point where it intercepts Interstate 10 (I-10). From this point, the boundary would continue along the Humble VORTAC 30 NM arc until it intercepts the 20 NM arc of the Hobby Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME). In this area the FAA proposes to establish the floor at 4,000 feet MSL, to allow nonparticipating aircraft ingress and egress out of Baytown Airport and R.W.J. Airpark.

Several commenters suggested that a portion of the surface area around William P. Hobby Airport and Ellington Airport be raised to support ingress and egress at Ellington Airport.

The FAA does not agree with this suggestion because airspace down to the surface is necessary to protect for aircraft operations into and out of William P. Hobby Airport (the secondary airport of the Houston Class B airspace area). However, the FAA proposes to modify a portion of Area A around William P. Hobby Airport, by reconfiguring its eastern boundary and providing Ellington Airport approximately 1½-NM of additional airspace to its west. This would provide aircraft operators utilizing Ellington Airport additional airspace for operations into and out of Ellington Airport.

In addition, the FAA proposes to create an additional subarea within the Houston Class B airspace area, southwest of William P. Hobby Airport, in the vicinity of Southwest Airport, and raise the subarea floor to 2,500 feet MSL. This proposed subarea would allow sufficient airspace for aircraft operations at Southwest Airport without entering the Class B airspace area.

The Proposal

The FAA proposes to amend 14 CFR part 71 by modifying the Houston Class B airspace area. Specifically, this action proposes to reconfigure two existing subarea boundaries, and create an additional subarea within the existing Houston Class B airspace area in the vicinity southwest of the William P. Hobby Airport. The FAA is proposing this action to enhance safety, reduce the potential for midair collision, and to better manage air traffic operations into, out of, and through the Houston Class B airspace area while accommodating the concerns of airspace users. This proposal would realign a portion of the eastern boundary defined as the Humble VORTAC 30 NM arc, located east-southeast of Houston, in the vicinity of Baytown Airport and R.W.J. Airpark, where it intercepts I-10. The FAA proposes to continue the boundary along the Humble VORTAC 30 NM arc until it intercepts the 20 NM arc of the Hobby VOR/DME. In addition to this realignment, the FAA proposes to expand the existing floor to 4,000 feet MSL in this area. The floor at 4,000 feet MSL would allow nonparticipating aircraft ingress and egress out of the Baytown Airport and R.W.J. Airpark.

Additionally, the FAA proposes to reconfigure a portion of Area A around William P. Hobby Airport by reconfiguring its eastern boundary. This modification would provide aircraft operators utilizing Ellington Airport approximately 1½-miles of additional airspace for aircraft operations west of Ellington Airport. Further, the FAA proposes to create a new subarea in the vicinity of Southwest Airport with a floor of 2,500 feet MSL. This modification would provide additional airspace for nonparticipating aircraft operating below the floor of the Houston Class B airspace area.

Area A is unchanged except for the eastern boundary around William P. Hobby Airport and the change to the legal description of Area A. Area B remains unchanged except where the proposed modification aligns with Area A (around William P. Hobby Airport), and where it is proposed to create the additional subarea to the southwest of William P. Hobby Airport. Area C

remains unchanged. Area D remains unchanged except in that area along the 30 NM arc east-southeast of Houston, in the vicinity of Baytown Airport and R.W.J. Airpark.

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 this NPRM: (1) would generate benefits that justify its costs and is not "a significant regulatory action" as defined in the Executive Order; (2) is not significant as defined in Department of Transportation's Regulatory Policies and Procedures; (3) would not have a significant impact on a substantial number of small entities; (4) would not constitute a barrier to international trade; and (5) would 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. These analyses are summarized here in the preamble and the full Regulatory Evaluation is in the docket.

This draft Regulatory Evaluation analyzes the potential costs and benefits of the NPRM to amend 14 CFR part 71. The proposed rule would reconfigure two subareas and create an additional subarea within the Houston, TX, Class B airspace area. The proposal would reconfigure subarea A, expand subarea D, and establish a subarea E with a floor of 2,500 feet MSL.

The FAA has determined that aircraft operators would not incur any additional navigational or equipment costs as a result of the reconfiguration of subareas A and D or the establishment of the new subarea E. The proposed rule would establish lateral boundaries for subareas D and E. The FAA concludes that the reconfigured subarea D and the newly created subarea E are small in area, and would not impose any additional avionics equipment or circumnavigation cost onto operators. The reconfiguration of subarea A would move the lateral boundary inward (west), subsequently reducing the overall size of the subarea. The FAA contends that the reduction of

the subarea A lateral boundary may reduce circumnavigation cost for GA operations.

This NPRM would not impose any additional administrative costs onto the FAA for personnel, facilities, or equipment. The modification of subareas A, D and E would only slightly expand the overall size of the Class B airspace area. This proposed action would provide additional ATC participation in subareas D and E with higher operations complexity, but would not expand the Class B airspace area lateral boundaries beyond the 30-NM arc.

In view of the potential benefits of enhanced aviation safety and increased operational efficiency and the negligible cost of compliance, the FAA has determined that this proposed rule would be cost-beneficial.

Initial Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 (RFA) was enacted by Congress to ensure that small entities are not unnecessarily and disproportionately burdened by Federal regulations. The RFA requires regulatory agencies to review rules which may 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 FAA's criteria for a "substantial number" is a number that is not less than 11 and that is more than one third of the small entities subject to the NPRM. The small entities that could be potentially affected by implementation of this proposed rule are unscheduled operators of aircraft for hire owning nine or fewer aircraft.

The FAA has determined that this NPRM would not have an adverse effect on a substantial number of small entities. This assessment is based on the premise that potentially impacted operators regularly fly into airports where radar approach control services have already been established. In addition, increasing the overall size of the Class B airspace area by such a small area would not impose any additional cost on circumnavigating operators for time and fuel. The FAA contends that the proposed rule would not have a significant economic impact on a substantial number of small entities, in view of the zero cost of compliance.

The FAA has determined that this NPRM 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 NPRM would neither constitute a barrier to international trade for the export of American goods and services to foreign countries, nor for the import of foreign goods and services into the United States. The NPRM would not impose costs on aircraft operators or aircraft manufacturers in the U.S. or foreign countries. The proposed modifications of the Houston Class B airspace area would only affect GA aircraft utilizing U.S. VFR procedures.

Unfunded Mandates 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 the extent permitted by law, to prepare a written assessment of the effects of any Federal mandate in a proposed or final agency rule that may result in the expenditure of \$100 million or more adjusted annually for inflation in any one year by State, local, and tribal governments, in the aggregate, or by the private sector. 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, 203 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 to potentially affected small governments, if any, and for a meaningful and timely opportunity to provide input in the development of regulatory proposals.

This proposed rule does not contain any Federal intergovernmental mandates, but does contain a private sector mandate. However, because expenditures by the private sector will not exceed \$100 million annually, the requirements of Title II of the Unfunded Mandates Reform Act of 1995 do not apply.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

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

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

1. The authority citation for 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.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

Paragraph 3000 Subpart B—Class B Airspace

* * * * *

ASW TX B Houston, TX [Revised]

George Bush Intercontinental Airport (IAH)
(Primary Airport)
(Lat. 29°58'50" N., long. 95°20'23" W.)
William P. Hobby Airport (Secondary
Airport)
(Lat. 29°38'44" N., long. 95°16'44" W.)
Ellington Field
(Lat. 29°36'27" N., long. 95°09'32" W.)
Humble VORTAC (IAH)
(Lat. 29°57'25" N., long. 95°20'45" W.)
Hobby VOR/DME (HUB)
(Lat. 29°39'01" N., long. 95°16'45" W.)

Boundaries

Area A. That airspace extending upward from the surface to and including 10,000 feet MSL bounded by a line beginning at the intersection of the Humble VORTAC 8-mile arc and the 090° radial; thence clockwise along the Humble VORTAC 8-mile arc to the Humble VORTAC 069° radial; thence east along the Humble VORTAC 069° radial to the 10-mile arc of Humble VORTAC; thence clockwise along the 10-mile arc to the Humble VORTAC 090° radial; thence west to the point of beginning; and that airspace bounded by a line beginning at lat. 29°45'37" N., long. 95°21'58" W.; to lat. 29°45'46" N., long. 95°11'47" W.; thence clockwise along the Hobby VOR/DME 8-mile DME arc to intercept the Hobby VOR/DME 056° radial; thence southwest along the Hobby VOR/DME 056° radial to the 5.1 NM fix, thence direct to the Hobby VOR/DME 131°/005.8 NM fix; thence southeast along the Hobby VOR/DME 131° radial to intercept the Hobby VOR/DME 7 NM arc; thence clockwise on the 7 NM arc to the Hobby VOR/DME 156° radial; thence north along the Hobby VOR/DME 156° radial to the Hobby VOR/DME 6-mile fix; thence clockwise along the Hobby VOR/DME 6 NM arc to the Hobby VOR/DME 211° radial;

thence south along the Hobby VOR/DME 211° radial to the Hobby VOR/DME 8-mile arc clockwise to the point of beginning.

Area B. That airspace extending upward from 2,000 feet MSL to and including 10,000 feet MSL bounded by a line beginning at the intersection of State Highway 59 (SH 59) and the Hobby VOR/DME 15-mile arc; thence counterclockwise along the Hobby VOR/DME 15-mile arc to the intersection of the Hobby VOR/DME 15-mile arc and the Humble VORTAC 15-mile arc; thence counterclockwise along the Humble VORTAC 15-mile arc to the intersection of the Humble VORTAC 15-mile arc and Westheimer Road lat. 29°44'07" N., long. 95°28'47" W.; thence southwest to and along SH 59 to the point of beginning, excluding Areas A, C and E.

Area C. That airspace extending upward from 3,000 feet MSL to and including 10,000 feet MSL bounded by a line beginning at the intersection of SH 59 and the Humble VORTAC 20-mile DME arc; thence clockwise along the Humble VORTAC 20-mile DME arc to the intersection of the Humble VORTAC 20-mile DME arc and Interstate 10 (I-10),

west on I-10 to the Hobby VOR/DME 15-mile arc; thence counterclockwise along the Hobby VOR/DME 15-mile arc to the Humble VORTAC 15-mile DME arc; thence counterclockwise along the Humble VORTAC 15-mile DME arc to the intersection of the Humble VORTAC 15 NM DME arc and Westheimer Road; thence southwest to and along SH 59 to the point of beginning; and that airspace beginning at the intersection of the Hobby VOR/DME 15-mile arc and 156° radial; thence north along the Hobby VOR/DME 156° radial to the Hobby VOR/DME 10-mile arc clockwise along the Hobby VOR/DME 10-mile arc to the Hobby VOR/DME 211° radial; thence south along the Hobby VOR/DME 211° radial to intersect the 15-mile arc to the point of beginning.

Area D. That airspace extending upward from 4,000 feet MSL to and including 10,000 feet MSL bounded by a line beginning at the intersection of SH 59 and the Humble VORTAC 30-mile DME arc; thence clockwise along the Humble VORTAC 30-mile DME arc to the intersection of the Humble VORTAC 30 NM arc and the Hobby VOR/DME 20 NM arc; thence clockwise along the Hobby VOR/

DME 20-mile arc to SH 59; thence southwest on SH 59 to the point of beginning, excluding Areas B, C, and E.

Area E. That airspace extending upward from 2,500 feet MSL to and including 10,000 feet MSL bounded by a line beginning at the intersection of the Hobby VOR/DME 15 NM arc and State Road 6 (SR 6); thence southeast along SR 6 to the intersection of Farm Road 521 (FR 521); thence south along FR 521 to the intersection of the Hobby VOR/DME 15 NM arc; thence counterclockwise along the Hobby VOR/DME 15 NM arc to the point of the beginning.

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Issued in Washington, DC, on October 22, 1997.

Reginald C. Matthews,

*Acting Program Director for Air Traffic
Airspace Management.*

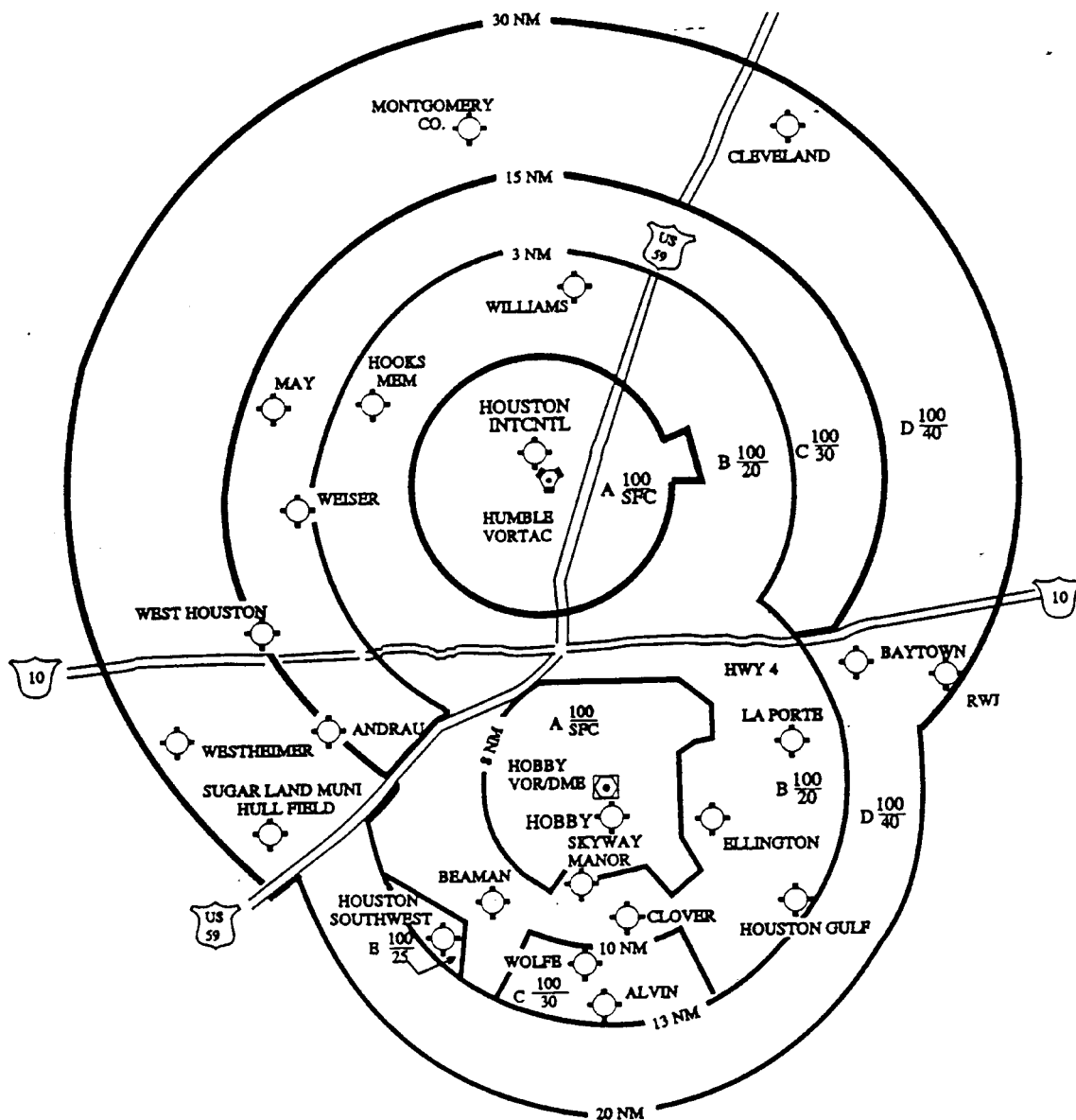
Note: This Appendix will not appear in the Code of Federal Regulations.

Appendix—Houston, TX, Class B Airspace Area

BILLING CODE 4910-13-P

HOUSTON, TEXAS CLASS B AIRSPACE AREA

(Not to be used for navigation)



Prepared by the
FEDERAL AVIATION ADMINISTRATION
Publications Branch