

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 93-AWA-16]

RIN 2120-AA66

**Proposed Modification of Class D Airspace South of Abbotsford, British Columbia (BC), on the United States Side of the U.S./Canadian Border, and the Proposed Establishment of a Class C Airspace Area in the Vicinity of Point Roberts, Washington (WA)****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to establish a Class C airspace area in the United States (U.S.) in the vicinity of Point Roberts, Washington, with a ceiling of 12,500 feet mean sea level (MSL) and a floor of 2,500 feet MSL. In addition, this notice proposes to extend the existing Abbotsford Class D airspace area, into airspace which is currently Class E airspace, and lower the ceiling from 3,000 to 2,500 feet MSL in U.S. airspace southwest of the Abbotsford Airport along the U.S./Canadian border. The FAA is proposing these actions to assist Transport Canada's efforts to reduce the risk of midair collision, enhance safety, and improve air traffic flows within the Vancouver and Abbotsford, BC, International Airport areas.

**DATES:** Comments must be received on or before May 2, 1997.

**ADDRESSES:** Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket [AGC-200], Airspace Docket No. 93-AWA-16, 800 Independence Avenue, SW., Washington, DC 20591.

The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916, 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, 1601 Lind Avenue, SW., Renton, WA 98055-4056.

**FOR FURTHER INFORMATION CONTACT:** Ken McElroy, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, 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. 93-AWA-16." 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 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 also request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

**Background**

On April 22, 1982, the National Airspace Review (NAR) plan was published in the Federal Register (47 FR 17448). The plan encompassed a review of airspace use and procedural aspects of the air traffic control (ATC) system. Among the main objectives of the NAR was the improvement of the ATC system by increasing efficiency

and reducing complexity. In its review of terminal airspace, NAR Task Group 1-2 concluded that Terminal Radar Service Areas (TRSA's) should be replaced. Four types of airspace configurations were considered as replacement candidates, of which Model B, since redesignated Airport Radar Service Area (ARSA), was recommended by a consensus of the task group.

The FAA published NAR Recommendation 1-2.2.1, "Replace Terminal Radar Service Areas with Model B Airspace and Service" in Notice 83-9 (July 28, 1983; 48 FR 34286) proposing the establishment of ARSA's at the Robert Mueller Municipal Airport, Austin, TX, and the Port of Columbus International Airport, Columbus, OH. ARSA's were designated at these airports on a temporary basis by SFAR No. 45 (October 28, 1983; 48 FR 50038) to provide an operational confirmation of the ARSA concept for potential application on a national basis.

Following a confirmation period of more than a year, the FAA adopted the NAR recommendation and, on February 27, 1985, issued a final rule (50 FR 9252; March 6, 1985) defining ARSA airspace and establishing air traffic rules for operation within such an area.

Concurrently, by separate rulemaking action, ARSA's were permanently established at the Austin, TX, Columbus, OH, and the Baltimore/Washington International Airports (50 FR 9250; March 6, 1985). The FAA stated that future notices would propose ARSA's for other airports at which TRSA procedures were in effect.

Additionally, the NAR Task Group recommended that the FAA develop quantitative criteria for proposing to establish ARSA's at locations other than those which were included in the TRSA replacement program. The task group recommended that these criteria include, among other things, traffic mix, flow and density, airport configuration, geographical features, collision risk assessment, and ATC capabilities to provide service to users. These criteria have been developed and are being published via the FAA directives system.

The FAA has established ARSA's at 121 locations under a paced implementation plan to replace TRSA's with ARSA's. This is one of a series of notices to implement ARSA's at locations with TRSA's or locations without TRSA's that warrant implementation of an ARSA. Airspace Reclassification, effective September 16, 1993, reclassified ARSA's as Class C airspace areas. This change in

terminology is reflected in the remainder of this NPRM.

This notice proposes Class C airspace designation at locations which were not identified as candidates for Class C in the preamble to Amendment No. 71-10 (50 FR 9252). Other candidate locations will be proposed in future notices published in the Federal Register.

This proposal would affect airspace currently served by the Vancouver and Abbotsford air traffic facilities in the vicinity of Point Roberts, WA, along the Canadian border. Vancouver and Abbotsford Airports are both international and public-use airports located in Canada. The U.S. airspace subject to the provisions of this proposal is currently designated as a Class E airspace area. Passenger enplanements reported at the Vancouver in 1995 was 312,000, up from 301,000 in 1994. This volume of passenger enplanements and aircraft operations meets the FAA criteria for establishing Class C airspace to enhance safety.

#### Pre-NPRM Public Input

As announced in the Federal Register on March 22, 1995 (60 FR 15172), two pre-NPRM airspace meetings were held on May 9-10, 1995, in Friday Harbor and Bellingham, WA. The purpose of these meetings was to provide local airspace users with an opportunity to present input on the Transport Canada proposal prior to initiating any regulatory action. In the ensuing comment period, which closed on July 10, 1995, over 300 comments were received in overwhelming opposition to the proposal. The majority of this opposition centered around the significant amount of airspace required for the original proposal. The original proposal would have required the reclassification of airspace in five contiguous areas from Abbotsford Airport, across Bellingham Airport, to a point south of San Juan Island. As a result, subsequent meetings were held between Transport Canada, FAA, and general aviation groups to mitigate these concerns. These meetings resulted in an agreement to revise Transport Canada's July 1994 proposal. Of the original five airspace areas, only three would be recommended for inclusion in the revised proposal. This revision significantly reduced the amount of Class C airspace required.

On April 5, 1996, the FAA published a Notice of Public Meeting (61 FR 15331), to announce another informal airspace meeting to solicit comments from airspace users, and others, regarding Transport Canada's revised proposal. Since only three areas were retained in the Transport Canada

revised proposal request, only those comments pertaining to these areas were considered and incorporated in this NPRM and are summarized below.

#### Analysis of Comments

##### *Comments Summary*

The FAA agrees with the majority of the commenters that the significant amount of airspace to be reclassified in the original proposal was not in the best interest of the aviation community. The FAA recognizes that flight safety is the paramount concern, and agrees that a lesser amount of airspace could meet the needs of Transport Canada's flight safety concerns. In coordination with aviation groups and Transport Canada, the original proposal was modified. The modified proposal redefines the U.S. airspace west and southwest of Point Roberts, WA, within a 16-nautical-mile (NM) arc of the Vancouver Very High Frequency Omnidirectional Range (VOR), from above 2,500 feet to 12,500 feet MSL. This area would in effect designate a wedge of U.S. airspace between Vancouver and Victoria as Class C airspace. Redefining this area with reference to the Vancouver VOR would make the proposed area easily navigable by aircraft transiting the proposed area. The proposed Class C and the modified Class D airspace areas in this proposal are immediately south of the U.S./Canadian border on the instrument approach to Abbotsford Airport. This proposal would reduce the potential for near midair collisions between instrument flight rules (IFR) and unknown visual flight rules (VFR) aircraft engaged in north-south border crossings in U.S. airspace controlled by NAV-Canada. In addition, the extension of the Abbotsford Class D airspace area, with the overlay of Class C airspace, would provide protection for aircraft engaged in flight training from unidentified VFR aircraft.

##### *Comments*

One commenter stated that Area 1 [referred to in this document as the wedge of airspace located southwest of Point Roberts, WA] is larger than it needs to be. The commenter suggested that the eastern border should be moved west about 2 miles to lessen the impact on Point Roberts, and thereby conform more to the traffic needs that exist.

Another commenter stated that Area 2 [U.S. airspace south and east of Point Roberts] makes it easy for Transport Canada to design traffic flow patterns into and out of Vancouver International Airport. In addition, this commenter stated that increased traffic flow would lead to expanded approaches and

departures at Vancouver. This commenter's concern is that the resulting increase in air traffic will be rerouted into U.S. airspace instead of Canadian airspace. This commenter suggested that the proposed airspace redesignations are unnecessary because Transport Canada has sufficient airspace within Canadian territory to accommodate its safety concerns.

The FAA does not agree, and further believes that safety will be enhanced by removing the gap in the Vancouver terminal control area, by reducing the potential for conflicts between IFR and VFR aircraft.

One commenter stated that the reason Transport Canada has requested increased control of U.S. airspace is because Abbotsford Airport's role as an instrument flight training facility has caused a significant increase in air traffic. The commenter recommends relocating the Abbotsford approach procedure turn to the north side of the approach course. According to the commenter, this would place the protected airspace for the procedure turn in Canadian territory. The commenter believes that this modification would remove the perceived encroachment on Blaine Airport, WA.

The FAA does not agree. The heavy volume of instrument flight training being conducted in the Abbotsford area, coupled with north-south border crossings, requires the modification of the existing airspace. Further, the FAA believes that if the procedure turn was moved north, Abbotsford's protected airspace could conflict with Langley, BC, Airport's control zone. Finally, the FAA does not believe that the proposed modification would result in an encroachment on Blaine Airport. The ceiling of the proposed Class D airspace is 1,500 feet MSL and would not interfere with operations at the Blaine Airport because the traffic pattern altitude is 900 feet MSL.

##### *Noise Comment*

One commenter stated that Transport Canada did not provide an environmental impact statement for actions that would impact an environmentally sensitive area. This commenter believes that VFR pilots operating in the subject airspace areas would avoid contacting the controlling agency by operating at lower altitudes and thereby creating unnecessary noise and reducing safety. The commenter also believes that if U.S. airspace is modified, Transport Canada may be inclined to route arrivals/departures of large jet aircraft through this area. This influx in traffic could result in increased

noise levels which would reduce property values. Another perceived drawback could be reduced safety for local aircraft operators.

The FAA is not required to conduct environmental assessments for certain airspace actions. FAA Order, 1050.1D, on "Policies and Procedures for Considering Environmental Impacts," implements the National Environmental Policy Act of 1969. This Order establishes FAA policies and procedures for the preparation of Environmental Impact Statements and for preparing and processing environmental assessments of FAA actions. FAA Order 1050.1D provides that the establishment of Class C or D airspace is categorically excluded from the environmental process.

#### The Proposal

The FAA is proposing an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to redesignate existing Class E airspace to Class C airspace in the area of Point Roberts, WA, and to extend the existing Class D airspace at Abbotsford, BC. The proposed Class C airspace designation applies to an area lying within U.S. airspace along the U.S./Canadian border. This notice addresses only that airspace contained within the U.S.

The FAA adopted the NAR Task Group recommendation that each Class C airspace area conform to a standard airspace configuration, insofar as is practicable. The standard Class C airspace area consists of that airspace within 5 NM of the primary airport, extending from the surface to an altitude of 4,000 feet above that airport's elevation, and that airspace between 5 and 10 NM from the primary airport from 1,200 feet above the surface to an altitude of 4,000 feet above that airport's elevation. Proposed deviations from this standard have been necessary at some airports because of adjacent regulatory airspace, international boundaries, topography, or unusual operational requirements.

The Class C airspace configuration proffered in this proposal does not conform to the standard Class C airspace dimensions. In this case, the outer ring of the Vancouver Airport Class C airspace area is established at 16 NM from the Vancouver VOR, as opposed to the standard 10 NM. The altitudes would extend from above 2,500 feet to 12,500 feet MSL. This wedge of U.S. airspace would consequently abut Canadian airspace and eliminate the gap between the Vancouver terminal control area and the Victoria Class C airspace area as they presently exist.

This proposal would also establish Class C airspace and extend the existing Class D airspace areas at Abbotsford Airport. Both proposed airspace areas would be located immediately south of the international border on the instrument approach west of Abbotsford Airport. The airspace presently designated as Class E would become Class C, and would adjoin the existing Vancouver Class C airspace. This airspace would extend from 2,500 feet to 12,500 feet MSL. The existing Class D airspace at Abbotsford would be extended approximately 7 NM to the west. The proposed Class C airspace area would be established directly above the modified Class D airspace. Since the proposed Class C floor is at 2,500 feet MSL, the existing Class D airspace ceiling would be lowered from 3,000 feet to 2,500 feet MSL. This proposed action would provide protection to aircraft conducting procedure turns during instrument approaches to Abbotsford Airport from aircraft traversing the U.S./Canadian border in a north-south direction.

Definitions and operating requirements applicable to Class C airspace may be found in section 71.51 of part 71 and sections 91.1 and 91.130 of part 91 of the Federal Aviation Regulations (14 CFR parts 71, 91), effective September 16, 1993. The coordinates for this airspace docket are based on North American Datum 83. Class C and Class D airspace designations are published, respectively, in paragraphs 4000 and 5000 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class C and Class D airspace designations listed in this document would be published subsequently in the Order.

Statistics provided by Transport Canada meet U.S. criteria for the designation of Class C airspace provided in FAA Order 7400.2D, "Procedures for Handling Airspace Matters." Documented air traffic activity for 1994, which combines air carrier, military and general aviation, exceeded 200,000 annual operations. See FAA Order 7400.2D, paragraph 26-20(a).

#### International Agreements

In accordance with international agreements, the FAA reviews and considers proposals from neighboring countries to enhance the safety of aircraft operations in the vicinity of international borders. It is not unusual for a neighboring country to provide air traffic services in the adjacent country's airspace. Establishing such services by

agreement works to the benefit of both countries.

#### 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 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 small entities changes on international trade. In conducting these analyses, the FAA has determined that this NPRM: (1) Would generate benefits that justify its minimal costs and is not "a significant regulatory action" as defined in the Executive Order; (2) would not be 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. These analyses are summarized here in the preamble and the full Regulatory Evaluation is in the docket.

#### Cost-Benefits Analysis

The FAA has determined that the proposed establishment of Class C and modification of Class D airspace areas in the vicinity of Vancouver and Abbotsford, BC, would result in minimal, if any, cost to either the agency or aircraft operators.

#### Costs

The FAA has determined the proposed establishment of Class C and modification of Class D airspace areas in the vicinity of Vancouver and Abbotsford, BC, would impose minimal cost, if any, to either aircraft operators or the FAA. Those potential cost components (navigational equipment for aircraft operators and operations support equipment for the FAA, including additional cost for air traffic controllers) that could be imposed by the proposed rule are discussed as follows:

#### Cost Impact on Aircraft Operators

##### Establishment of Class C Airspace

Aircraft operators would incur minimal, if any, additional costs by complying with the proposed rule. This

assessment is based on the most recent General Aviation and Avionics Survey Report. The Report indicates an estimated 82 percent of all general aviation (GA) aircraft operators are already equipped with the necessary equipment required to operate in a Class C airspace area (i.e., two-way radios and Mode C transponders). Moreover, the FAA has traditionally accommodated GA aircraft operators without two-way radio communication, via letters of agreement, whenever possible without jeopardizing safety. Further, the FAA has determined there would be minimal cost to GA operators, who would utilize circumnavigation procedures to avoid the proposed Class C and Class D airspace area, or who could fly beneath the 2,500 feet MSL floor. Therefore, the FAA has determined that the proposed rule would impose minimal, if any, additional cost impact on circumnavigating operators.

#### Modification of Class D Airspace

Aircraft operators would incur minimal, if any, costs with compliance from the proposed rule. This assessment is based on the most recent General Aviation and Avionics Survey Report. The Report indicates an estimated 85 percent of all GA aircraft operators are already equipped with the necessary equipment to operate in a Class D airspace area (i.e., two-way radios). The FAA has determined that nonparticipating operators would be able to circumnavigate the Class D airspace area, by altering their current flight paths between 2 and 7 NM, to avoid the new airspace. Therefore, the FAA has determined for the aforementioned reasons, that the proposed rule would impose minimal, if any, cost impact on nonparticipating aircraft operators.

#### Cost Impact on the FAA

A letter of agreement between the FAA and Transport Canada, signed on May 1, 1995, establishes standard procedures for coordinating air traffic operations between Seattle Air Route Traffic Control Center and Vancouver Air Control Centre. The Letter of Agreement also establishes the ATC responsibilities for each of the centers. The U.S. has relinquished control of the proposed Class C and Class D airspace areas to Canada. Transport Canada already provides radar service for the additional 10 NM radar area that the proposed rule would establish. In addition, Transport Canada currently provides VFR Advisory service for the proposed modified Class D airspace area.

The FAA would not incur any additional charting and pilot education expenses as a result of the modifications incurred from the proposed rule. The FAA currently revises sectional charts every six months. Changes of these types are required and made routinely to depict Class C and Class D airspace areas during these cycles, and are considered an ordinary operating cost. Further, pilots would not incur any additional costs obtaining current charts depicting Class C and Class D airspace areas because they should be using only the most current charts.

In order to advise the public of proposed changes to airspace areas, the FAA holds informal public meetings at each location where Class C establishments or modifications are proposed. These meetings provide pilots with the best opportunity to learn about Class C airspace operating procedures in the proposed areas. The routine expenses associated with these public meetings are incurred regardless of whether Class C is ultimately established. If either of the proposed airspace changes occur, the FAA would distribute a "Letter to Airmen" to all pilots residing within 50 miles of the Class C airspace site that would explain modifications to aircraft operation and airspace configuration. In addition, FAA district offices conduct aviation safety seminars on a regular basis. These seminars are provided by the FAA to discuss a variety of aviation safety issues, including Class C airspace areas. The one-time incurred cost of the "Letter to Airmen" would be \$535 (1995 dollars). This one-time negligible cost would be incurred upon the establishment of the proposed Class C airspace.

#### Benefits

The FAA has determined the proposed establishment of Class C and modification of Class D airspace areas would promote the efficient control of air traffic and reduce the risk of midair collision in the terminal area. The FAA estimates that the total number of operations at Vancouver International Airport in 1995 was 312,000, up from 301,000 in 1994, and these estimates are projected to increase to 347,000 by the year 2000. Also, passenger enplanements were estimated at 12.2 million in 1995, up from 11.1 million in 1994, and these estimates are projected to increase to 14.8 million by the year 2000. In view of the increases in passenger enplanements and aircraft operations, the FAA has concluded that the proposed rule would enhance aviation safety.

#### Impact on Aviation Safety

The proposed rule would enhance aviation safety by imposing equipment (i.e., two-way radios and Mode C transponders) on aircraft operators, while providing services such as (i.e., separation procedures and safety alerts) in the proposed Class C airspace. Imposing these equipment and operational requirements for the proposed establishment of Class C airspace and expansion of Class D airspace in the vicinity of Vancouver, BC, would reduce the risk of midair collisions between aircraft operating on IFR and aircraft operating in accordance with VFR in that airspace area. This determination is based on the FAA's expertise in airspace management, but has not been quantified for this proposal in light of the minimum cost involved.

#### Impact on Operational Efficiency

Under the proposed rule, Transport Canada would provide aircraft operators operational services such as traffic advisories, separation and sequencing of arrivals, when transiting the subject airspace. As a result of the proposed rule, aircraft operators would obtain services provided by Transport Canada.

#### Conclusion

In view of the minimal, if any, cost of compliance and the benefits of enhanced aviation safety and increased operational efficiency, the FAA has determined that the 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 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.

The small entities that potentially may incur minimal, if any, cost with the implementation of the proposed rule are operators of aircraft who do not meet Class C or Class D navigational equipment standards. But the small entities potentially impacted by the proposed rule (primarily parts 121 and 135 aircraft without two-way radios and Mode C transponders) would not incur any additional cost for navigational equipment or the more stringent operating procedures because they routinely fly into airspace where those requirements are already in place. As

the result of the previously implemented "Mode C rule," all of these commercial operators are assumed to have Mode C transponders. In addition, the FAA has traditionally accommodated GA aircraft operators without two-way radio communication equipment when it was possible to do so without jeopardizing safety, via letters of agreement. Therefore, the FAA has determined that the proposed rule would not have a significant economic impact on a substantial number of small entities.

#### International Trade Impact Assessment

The proposed rule would not constitute a barrier to international trade, including the export of American goods and services to foreign countries and the import of foreign goods and services into the United States. This assessment is based on the fact that the proposed rule would not impose costs on aircraft operators or aircraft manufacturers (U.S. or foreign).

#### 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 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, 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 to potentially affected small governments, if any, and for a meaningful and timely opportunity to provide input in the development of regulatory proposals.

This NPRM 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.

#### 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—[AMENDED]

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; 14 CFR 11.69.

##### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

##### *Paragraph 4000—Subpart C—Class C Airspace*

\* \* \* \* \*

ANM BC C Vancouver, BC [New]

Vancouver International Airport, BC, Canada  
(Lat. 49°11'38" N, long. 123°11'04" W)

Vancouver VORTAC  
(Lat. 49°04'38" N, long. 123°08'57" W)

That airspace extending upward from 2,500 feet MSL to 12,500 feet MSL beginning at lat. 49°00'00" N, long. 123°19'20" W; thence east along the U.S./Canadian boundary to lat. 49°00'08" N, 122°33'50" W; thence south to lat. 48°57'59" N, long. 122°33'50" W; thence west to lat. 48°57'59" N, long. 122°47'12" W; thence southwestward via a 16 NM arc of the Vancouver VORTAC to lat. 48°49'52" N, long. 123°00'31" W; thence northwest along the U.S./Canadian boundary to the point of beginning.

\* \* \* \* \*

##### *Paragraph 5000—Subpart D—Class D Airspace*

\* \* \* \* \*

ANM BC D Abbotsford, BC [Revised]

Abbotsford Airport, BC, Canada  
(Lat. 49°01'31" N, long. 122°21'48" W)

Vancouver VORTAC  
(Lat. 49°04'38" N, long. 123°08'57" W)

That airspace extending upward from the surface to 2,500 feet MSL beginning at lat. 48°57'59" N, long. 122°18'57" W, thence counterclockwise along the 4-mile radius of the Abbotsford Airport to lat. 49°00'05" N, 122°16'08" W; thence west along the US-Canadian border to lat. 49°00'05" N, long. 122°45'58" W, thence clockwise along the 16-mile ARC of the Vancouver VORTAC, to lat. 48°57'59" N, long. 122°47'12" W; thence east along lat. 48° 57'59" N to the point of beginning; excluding the airspace within the Vancouver, BC, Class C airspace and the airspace west of long. 122°33'50" W below 1,500 feet MSL.

\* \* \* \* \*

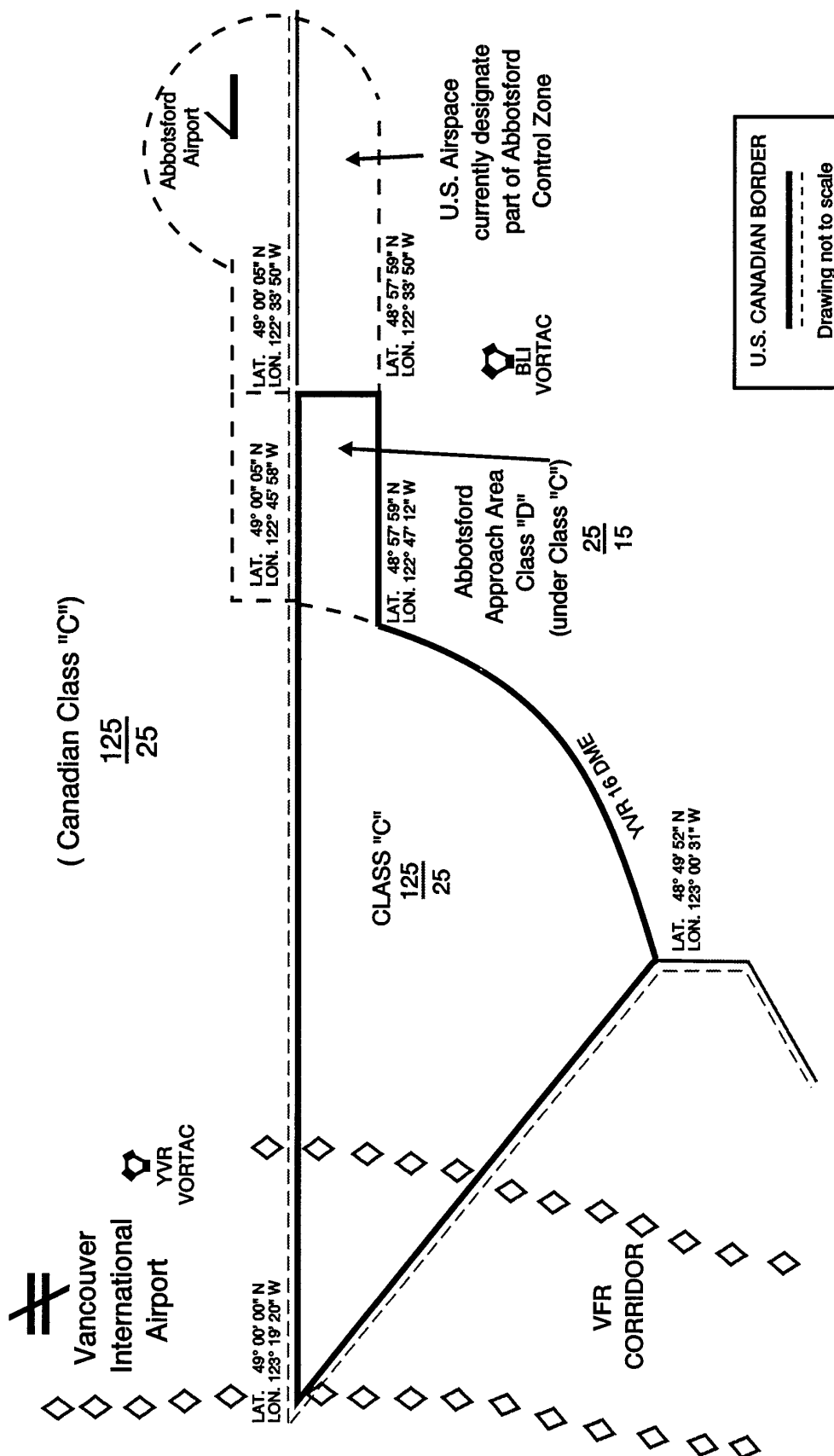
Issued in Washington, DC, on March 10, 1997.

Reginald C. Matthews,  
Acting Program Director for Air Traffic  
Airspace Management.

BILLING CODE 4910-13-P

# PROPOSED VANCOUVER CLASS C AIRSPACE

(Not to be used for navigation)



Prepared by the  
FEDERAL AVIATION ADMINISTRATION  
Air Traffic Publications Branch  
ATA-10