14 CFR Part 71

[Airspace Docket No. 94–AWA–1]

RIN 2120–AAA

Proposed Modification of the Phoenix Class B Airspace Area; Arizona

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This notice proposes to modify the Phoenix, AZ, (PHX) Class B airspace area. Specifically, this action proposes to: reconfigure several area boundaries; create new areas; and raise and/or lower the floors of several of the existing areas. 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 PHX Class B airspace area while accommodating the concerns of airspace users.

DATES: Comments must be received on or before March 21, 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. 94–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: Mr. William C. 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:

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. 94–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 7400.9D dated September 4, 1996, and effective September 16, 1996, 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

As announced in the Federal Register on May 18, 1993 (58 FR 29022), a pre-NPRM informal airspace meeting was held on July 17, 1993, in Glendale, AZ. The purpose of this meeting was to provide local airspace users an opportunity to present input on the design of the proposed modifications of the PHX 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 received by the FAA, and the agency's responses are summarized below.

Analysis of Comments

Several commenters expressed concern that both the current and proposed airspace design of the PHX Class B airspace area do not provide adequate protection for aircraft executing the ILS Runway 26R approach, visual approach to Runways 26L/R, and east departures at Phoenix Sky Harbor International Airport.

The FAA agrees with this concern and proposes to modify Area A by extending the existing eastern boundary approximately 2 NM eastward. The FAA believes that extending the eastern boundary approximately 2 NM eastward will afford adequate protection for instrument and visual arrivals as well as easterly departures. Additionally, this proposed modification would not impact those GA aircraft circumnavigating the Class B airspace area.

One commenter stated that he was unable to attend the informal airspace meeting, and specifically requests that information regarding the proposed changes to the PHX Class B airspace area be forwarded to the commenter.

The FAA finds that publication of this notice in the Federal Register and the subsequent comment period will provide this commenter and all interested parties with adequate notice and sufficient time to review and comment on the proposed modification to the PHX Class B airspace area.

Several commenters supported the reconfiguration of the airspace west of Phoenix, specifically, the area west of 99th Avenue in Area B. In Area B the FAA is proposing to introduce a boundary line running north and south along 99th Avenue. The floor of Area B, east of this proposed boundary line would remain at 3,000 feet MSL. However, the floor west of this proposed boundary line in Area B would be merged with the existing areas and raised to 4,000 feet MSL. The FAA is proposing this modification to provide a means for nonparticipating aircraft to traverse below the western portion of the PHX Class B airspace area.

Several commenters stated that lowering the floors of Areas H to the north and northeast, and Area I to the south in the PHX Class B airspace area by 1,000 feet would unnecessarily contribute to more noise pollution, constrict glider operations, and would inconvenience GA aircraft attempting to fly under the Class B airspace area. In addition, this portion of airspace is primarily used for the conveyance of airline operations.

The FAA disagrees with these comments. The primary purpose of the Class B airspace is to reduce the potential for midair collision by providing an area wherein all aircraft are subject to certain operating rules and equipment requirements. The proposed lowering of the floor by 1,000 feet in Areas H to the north and northeast and Area I to the south in the PHX Class B airspace area is necessary due to the increase in air traffic operations entering and exiting to the north and south. The proposed lowering of the floors in Areas H to the north, and Area I to the south would provide better management of air traffic flows, and enhance safety between arrival and departure traffic. Additionally, the FAA believes the proposal to lower the floors would not increase noise levels in these outer areas. Lowering these particular floors from 8,000 to 7,000 feet MSL in Areas H and I would not impact GA aircraft that now navigate under the airspace in these outer areas. For those pilots who choose not to circumnavigate or traverse below the Class B airspace area, they can use standard procedures and enter the PHX Class B airspace area. Further, the FAA believes that the floors at 7,000 feet MSL in Areas H and I would have little or no significant impact on glider operations.

Two commenters stated there is insufficient need to regulate the airspace east of Phoenix (formerly airspace above Williams Air Force Base) as proposed. These commenters recommended that the existing floor of Area D east of Chandler and south of Falcon Field Airports be raised from 4,000 to 6,000 feet MSL only.

The FAA agrees in part with this recommendation. Raising the shelf as recommended would not contain participating high performance aircraft in the farthest eastern portions of the proposed PHX Class B airspace area. The FAA believes the expansion of the airspace to the east of Phoenix is necessary to provide a safer transition area for high performance aircraft operating to the east, into and out of the PHX Class B airspace area. However, in this proposed expansion, in the vicinity between Chandler and Falcon Field Airports, the FAA proposes to merge the floor with the existing Area D at 4,000 feet MSL. It is the FAA's objective to use only the minimum amount of airspace essential to support the Class B airspace requirements. Further east and above the former Williams Air Force Base, the FAA proposes a floor of 6,000 feet MSL (Area J), and 8,000 feet MSL in the adjacent outer area (Area K). The FAA believes these floors as proposed would provide adequate airspace for GA aircraft to transit below the floors of the Class B airspace operating east of Phoenix Sky Harbor International Airport. Further, GA operators who choose not to fly below or circumnavigate the area(s) can follow standard procedures and enter the PHX Class B airspace area.

Several commenters state that the proposed modification of the PHX Class B airspace area would have an economic impact regarding property values.

The FAA disagrees. While the issue of property value is beyond the scope of this notice, the FAA believes that the proposed modifications of the PHX Class B airspace area will have no economic impact as it pertains to property values.

The Proposal

The FAA proposes to amend 14 CFR part 71 by modifying the PHX Class B airspace area. Specifically, this action (depicted on the attached chart) proposes to: reconfigure Area A by expanding the existing eastern boundary to the east; reconfigure the existing Area B west of Phoenix; reconfigure Area D east of Phoenix; and raise or lower the floor of several existing or modified areas. The FAA is proposing this action to enhance safety, to reduce the potential for midair collision, and

improve the management of air traffic operations into, out of, and through the PHX Class B airspace area while accommodating the concerns of airspace users.

Reconfiguration of the existing Area A by expanding its eastern boundary approximately 2 NM east would ensure that aircraft operations to and from the primary airport would be contained within the PHX Class B airspace area. Modifying the existing Area B by establishing a boundary line running north to south on 99th Avenue would provide GA operators transiting west of Phoenix greater flexibility, thereby reducing airspace incursions in this area. In this reconfiguration, Area B would remain at 3,000 feet MSL; however, the western area would be raised to merge with the existing 4,000 feet MSL of Area D.

The FAA proposes to reconfigure the boundaries of the airspace east of Phoenix, as this airspace is necessary to contain high performance aircraft within the PHX Class B airspace area. This modification would expand the Class B airspace to the east-southeast approximately 15 NM over that area formerly known as Williams Air Force Base. In addition, the proposed expansion in these areas would create additional Areas J and K. Areas J and K as proposed would have floors of 6,000 and 8,000 feet MSL respectively. This would maintain the FAA's objective to use only the minimum amount of airspace necessary to contain Class B operations and would provide sufficient airspace for GA operations below the Class B airspace area east of Phoenix.

The proposal to lower the floors of Areas H and I by 1,000 feet in the outer Areas H to the north and northeast and Area I to the south is based on the increase in participating aircraft arriving and departing the PHX Class B airspace area. In addition, the legal description for Area D would be modified due to its expansion to the east and the reconfiguration of Area A. The floors in these areas at 7,000 feet MSL would allow arriving/transitioning aircraft to be in concert with gradients for instrument procedures into and out of the primary airport. This would allow for better airspace management, a more efficient flow of traffic, and provide an enhancement to safety for participating and nonparticipating aircraft. Further, the floors of these areas allow adequate airspace for GA aircraft to maneuver below the Class B airspace area, or pilots may use standard procedures and enter the PHX Class B airspace area.

Areas E, F, and G, are not changed. Area K to the east, as proposed, would be reconfigured to align with adjacent Area I. This configuration would support the adjoining areas allowing for more efficient transition of aircraft into and out of PHX Class B airspace area. Furthermore, expanding the southeastern area to encompass this airspace (formerly Williams Air Force Base) would provide Class B airspace service to high performance aircraft transiting to and from the en route structure.

Regulatory Evaluation Summary

Proposed changes to Federal regulations must undergo several economic analyses. First, Executive Order 12866 directs that each Federal agency 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 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'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 mandates. These analyses are summarized below in the docket.

A. Introduction

The Class B airspace area concept was developed to reduce the likelihood of midair collisions in the congested airspace surrounding large transportation hubs. These high density terminal areas present complex air traffic conditions resulting from a mix of large turbine-powered air carrier aircraft with other aircraft of varying performance characteristics. Typically, expansion or contraction of Class B airspace areas take place because of increases in complexity or decreases in complexity, respectively.

Complexity refers to air traffic conditions resulting from a mix of large turbine-powered air traffic and other aircraft of varying performance characteristics and conditions, resulting from a mix of IFR and VFR operated aircraft. When either mix increases, so does complexity. As complexity increases, the risk of a midair collision also increases. The FAA responds by increasing the Class B airspace area whenever complexity increases. Conversely, the FAA contracts the Class B airspace area when complexity decreases.

B. Costs

The NPRM would alter several existing area floors and lateral boundaries, as well as, reconfigure and create new areas within the limits of the PHX Class B airspace area. The FAA has determined that altering the Class B airspace area would enhance aviation safety and operational efficiency. This FAA determination is based on a change in operational complexity over recent years in some of the existing areas and the subsequent closure of Williams Air Force Base. The FAA contends the modification of the airspace area would impose minimal, if any, cost to either the agency or aircraft operators. In addition, the FAA has determined that the modified airspace area would impose minimal, if any, cost to operators that circumnavigate the area.

The NPRM would not impose any additional administrative costs on the FAA for either personnel or equipment. The FAA has determined that any additional workload created by the NPRM would be absorbed with existing personnel and equipment already in place at Phoenix Sky Harbor International Airport. The revision of aeronautical charts to reflect changes in the airspace area are considered a part of the normal periodic updating of the charts. The FAA currently revises aeronautical charts every 6 months to reflect changes in the airspace environment. The FAA does not expect to incur any additional charting cost as a result of the modification of the Class B airspace area.

The FAA has determined that most aircraft operating in the modified and expanded Class B airspace area already have two-way radio communications capability and Mode C transponders. Therefore, the FAA has determined that this NPRM would not impose any additional installation cost for purchasing two-way radios and/or Mode C transponders on a substantial number of operators.

The NPRM would modify the current PHX Class B airspace area by establishing new areas, and by expanding or contracting the lateral boundaries, and by raising or lowering the area floors of several of the areas. The NPRM would not alter the ceiling of the Class B airspace area, therefore the airspace ceiling would remain constant at 10,000 feet MSL. The FAA has determined that the modifications to

the airspace area would only require non-participating operators to make small deviations from their current VFR flight paths north, south, and east of Phoenix Sky Harbor International Airport. In addition, the FAA has determined that the redesigned floors and lateral boundaries would not reduce aviation safety.

C. Benefits

The NPRM would provide benefits for participating and non-participating operators by redesigning the PHX Class B airspace area. The NPRM would provide enhanced air traffic flow for turbine aircraft and release some airspace for GA aircraft operators.

The FAA estimates that the total number of operations at Phoenix Sky Harbor International Airport was 570,000 in 1995, up from 550,000 in 1994, and is projected to increase to 670,000 by the year 2000. Also, passenger enplanements were estimated at 13.5 million in 1995, up from 12.3 million in 1994, and are projected to increase to 18.0 million by the year 2000. The FAA has determined that this NPRM would enhance operational safety by lowering the potential risk of midair collisions, given the projected increase of total operations and passenger enplanements at Phoenix Sky Harbor International Airport. The NPRM would improve aviation safety as well as air traffic flow in the PHX Class B airspace area by simplifying the airspace area boundaries and reducing the possibility of pilot confusion. The agency, however, is unable to quantify these small but worthwhile safety improvements.

D. Conclusion

The modification of the PHX Class B airspace area would generate benefits by enhancing aviation safety and improving operational efficiency in those areas where aircraft are approaching or departing Phoenix Sky Harbor International Airport. In view of the minimal, if any, cost of compliance and the benefits of enhanced aviation safety and improved operational efficiency, the FAA has determined that this NPRM is 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 NPRM would have ''a significant economic impact on a substantial number of small entities.'' FAA Order 2100.14A outlines the FAA's procedures and criteria for implementing the RFA. Small entities are independently owned and operated small businesses and small not-for-profit organizations. A substantial number of small entities is defined as a number that is 11 or more and which is more than one-third of the small entities subject to this NPRM.

For the purpose of this evaluation, the small entities that would be potentially affected by this NPRM are defined as unscheduled air taxi operators for hire owning nine or fewer aircraft, and flight schools operating in the vicinity of the PHX Class B airspace area. Only those unscheduled aircraft operators without the capability to operate under IFR conditions would be potentially impacted by this NPRM. The FAA has determined that all unscheduled air taxi operators are already equipped to operate under IFR conditions. These operators regularly fly into airports where radar approach control services have been established such as the PHX Class B airspace area. The FAA anticipates that flight training schools in the Phoenix area would continue to operate below the floor of the modified Class B airspace area without any difficulty. Thus, the FAA does not anticipate any adverse impacts to occur as a result of the modified Class B airspace area.

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

This NPRM would not have international trade ramifications because it is a domestic airspace matter that would not impose additional costs or requirements on affected entities. The modification of Class B airspace area would affect only U.S. terminal airspace operating procedures at and in the vicinity of Phoenix, AZ. This NPRM would not impose costs on aircraft operators or aircraft manufacturers in the United States or foreign countries.

Unfunded Mandate Assessment

Title II of the Unfunded Mandates Reform Act of 1995 (the Act), enacted as Public Law 104–4 on March 22, 1995, requires each Federal agency, to the extent possible, 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 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 mandates. 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 3000 Subpart B-Class B Airspace

* * * * *

AWP AZ B Phoenix, AZ [Revised]

Phoenix Sky Harbor International Airport
(Primary Airport)
(Lat. 33°26′10″ N., long. 112°00′34″ W.)
Phoenix VORTAC
(Lat. 33°25′59″ N., long. 111°58′13″ W.)

Boundaries

Area A. That airspace extending upward from the surface to and including 10,000 feet MSL beginning at the intersection of 51st Avenue and Camelback Road (lat. 33°30′34″ N., long. 112°10′08″ W.), extending east along Camelback Road to the intersection of Camelback Road and Dobson Road (lat. 33°30′07″ N., ong. 111°52′26″ W.), thence south on Dobson Road to the intersection of Dobson Road and Guadalupe Road (lat. 33°21′49″ N., long. 111°52′35″ W.), thence west on Guadalupe Road to the intersection of Guadalupe Road and Interstate 10 (lat. 33°21′50″ N., long. 111°58′08″ W.), thence direct to lat. 33°21′48″ N., long. 112°06′30″ W., thence west on Guadalupe Road to the intersection of Guadalupe Road and 51st Avenue (lat. 33°21′46″ N., long. 112°10′09″ W.), thence north on 51st Avenue to the point of beginning.

Area B. That airspace extending upward from 3,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of 99th Avenue and Camelback Road (lat. 33°30′29″ N., long. 112°16′22″ W.), thence east on Camelback Road to the intersection of Camelback Road and 51st Avenue (lat. 33°30′34″ N., long. 112°10′08″ W.), thence south on 51st Avenue to the intersection of 51st Avenue and Guadalupe Road (lat. 33°21′46″ N., long. 112°10′09″ W.), thence direct to lat. 33°21′48″ N., long. 112°06′30″ W., thence south direct to lat. 33°18′18″ N., long. 112°06′30″ W., thence west on Chandler Boulevard to the intersection of Chandler Boulevard and the Gila River (lat. 33°18′18″ N., long. 112°13′11″ W.), thence northwest along the Gila River to the intersection of the Gila River and 99th Avenue, (lat. 33°22′38″ N., long. 112°16′21″ W.), thence north along the extension of 99th Avenue to the point of beginning.

Area C. That airspace extending upward from 3,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of Guadalupe Road and Interstate 10 (lat. 33°21′50″ N., long. 111°58′08″ W.), thence south on Interstate 10 to the intersection of Interstate 10 and Chandler Boulevard (lat. 33°18′19″ N., long. 111°58′21″ W.), thence east on Chandler Boulevard to the intersection of Gilbert Road and Chandler Boulevard (lat. 33°18′19″ N., long. 111°47′22″ W.), thence north on Gilbert Road to the intersection of Indian Bend Road (lat. 33°32′20″ N., long. 111°47′23″ W.), thence west on Indian Bend Road to the intersection of Indian Bend Road and Pima/Price Road (lat. 33°32′18″ N., long. 111°53′29″ W.), thence south on Pima/Price Road to the intersection of Pima/Price Road and Camelback Road (lat. 33°30′07″ N, long. 111°53′29″ W.), thence east on Camelback Road to Dobson Road (lat. 33°30′07″ N, long. 111°52′26″ W.), thence south on Dobson Road to the intersection of Dobson Road and Guadalupe Road (lat. 33°32′49″ N., long. 111°52′35″ W.), thence west on Guadalupe Road to the point of beginning.

Area D. That airspace extending upward from 4,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of Cactus Road and the 20-mile arc of the Phoenix VORTAC (lat. 33°35′35″ N., long. 111°37′13″ W.), thence clockwise along the 20-mile arc of the Phoenix VORTAC to the intersection of the 20-mile arc of the Phoenix VORTAC and the Phoenix VORTAC 079° radial (lat. 33°29′46″ N., long. 111°34′44″ W.), thence west along the Phoenix VORTAC 079° radial to the intersection of the Phoenix VORTAC 079° radial and the 15-mile arc of the Phoenix VORTAC (lat. 33°28′50″ N., long. 111°40′37″ W.), thence south along the 15-mile arc of the Phoenix VORTAC to the intersection of the Phoenix VORTAC 15-mile arc and the Phoenix VORTAC 115° radial (lat. 33°19′37″ N., long. 111°41′59″W.), thence southeast along the Phoenix VORTAC 115° radial to the intersection of the Phoenix VORTAC 115° radial and the Phoenix VORTAC 20-mile arc (lat. 33°17′29″ N., long. 111°36′35″ W.), thence clockwise along the Phoenix VORTAC 20-mile arc to the intersection of the Phoenix VORTAC 20-mile arc and Riggs Road (lat. 33°12′58″ N., long. 111°40′04″ W.), thence west along Riggs Road to the intersection of the Gila River and Valley Road (lat. 33°13′10″ N., long. 112°09′58″ W.), thence northwest along the Gila River to the intersection of the Gila River and Chandler Boulevard (lat. 33°18′18″ N., long. 112°12′03″ W.), thence east to lat. 33°18′18″ N., long. 112°06′30″ W., thence north to lat. 33°21′48″ N., long. 112°06′30″ W., thence east to the intersection of Guadalupe Road and Interstate 10 (lat. 33°21′50″ N., long. 111°58′08″ W.), thence south on Interstate 10 to the intersection of Interstate 10 and Chandler Boulevard (lat. 33°18′19″ N., long. 111°58′21″ W.), thence east along Chandler Boulevard to the intersection of Chandler Boulevard and Gilbert Road (lat. 33°18′18″ N., long. 111°47′22″ W.), thence north along Gilbert Road to the intersection of Indian Bend Road (lat. 33°32′20″ N., long. 111°47′23″ W.), thence west along Indian Bend Road to the intersection of Pima/Price Road (lat. 33°32′18″ N., long. 111°53′29″ W.), thence south along Pima/Price Road to the intersection of Pima/Price Road and Camelback Road (lat. 33°30′07″ N., long. 111°53′29″ W.), thence west along Camelback Road to the intersection of 99th Avenue (lat. 33°30′29″ N., long. 112°16′22″ W.), thence south on 99th Avenue to the intersection of 99th Avenue and the Gila River (lat. 33°19′55″ N., long. 112°16′21″ W.), thence southeast along the Gila River to the intersection of the Gila River and Chandler Boulevard (lat. 33°18′18″ N., long. 112°12′03″ W.), thence west along Chandler Boulevard to the intersection of an extension of Chandler Boulevard and Litchfield Road (lat. 33°18′18″ N., long. 112°21′29″ W.), thence north along Litchfield Road to the intersection of Litchfield Road and Camelback Road (lat. 33°30′29″ N., long. 112°21′29″ W.), thence east along Camelback Road to lat. 33°30′30″ N., long. 112°19′23″ W., thence direct to lat. 33°35′34″ N., long. 112°13′55″ W., thence direct to lat. 33°36′35′ N., long. 112°13′38″ W., thence east along Thunderbird Road and Cactus Road to the intersection of Cactus Road and the 20-mile arc of the Phoenix VORTAC.

Area E. That airspace extending upward from 6,000 feet MSL to and including 10,000 feet MSL beginning at lat. 33°41′41″ N., long. 112°13′05″ W., beginning on the 20-mile arc of the Phoenix VORTAC, thence clockwise along the 20-mile arc of the Phoenix VORTAC to intersection of the Phoenix VORTAC 20-mile arc and Cactus Road (lat. 33°35′35″ N., long. 111°37′13″ W.), thence west on Cactus Road, to the intersection of Cactus Road and Thunderbird Road (lat. 33°36′35″ N., long. 112°13′38″ W.), thence direct to the point of beginning.

Area F. That airspace extending upward from 6,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of Riggs Road and the 20-mile arc of the Phoenix VORTAC (lat. 33°12′58″ N., long. 111°40′04″ W.), thence clockwise along the 20-mile arc of the Phoenix VORTAC to the intersection of the 20-mile arc of the Phoenix VORTAC and Valley Road (lat. 33°07′58″ N., long. 112°08′40″ W.), thence north along Valley Road to the intersection of Valley Road, Riggs Road and the Gila River (lat. 33°13′10″ N., long. 112°09′58″W.), thence east along Riggs Road to the point of beginning.

Area G. That airspace extending upward from 6,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of the 25-mile arc of the Phoenix VORTAC and Camelback Road (lat. 33°30′30″ N., long. 112°27′37″ W.), thence east on Camelback Road to the intersection of Camelback Road and Litchfield Road (lat. 33°30′29″ N., long. 112°21′29″ W.), thence south on Litchfield Road to the intersection of Litchfield Road and Chandler Boulevard (lat. 33°18′18″ N., long. 112°21′29″ W.), thence west along Chandler Boulevard to the intersection of the 25-mile arc of the Phoenix VORTAC (lat. 33°18′10″ N., long. 112°26′34″ W.), thence clockwise along the 25-mile arc of the Phoenix VORTAC to the point of beginning.

Area H. That airspace extending upward from 7,000 feet MSL to and including 10,000 feet MSL beginning at a point at lat. 33°46′13″ N., long. 112°15′51″ W., on the 25-mile arc of the Phoenix VORTAC, thence clockwise along the 25-mile arc of the Phoenix VORTAC to the intersection of the 25-mile arc of the Phoenix VORTAC and Interstate 17 (lat. 33°49′30″ N., long. 112°08′37″ W.), thence south along Interstate 17 to the intersection of Interstate 17 and the 20-mile arc of the Phoenix VORTAC (lat. 33°44′31″ N., long. 112°07′18″ W.), thence counterclockwise along the 20-mile arc of the Phoenix VORTAC to lat. 33°41′41″ N., long. 112°13′05″ W., thence direct to the point of beginning; and that airspace beginning at the intersection of the 20-mile arc of the Phoenix VORTAC and the Phoenix VORTAC 005° radial (lat. 33°45′57″ N., long. 111°56′07′″ W.), thence north along the Phoenix VORTAC 005° radial to the intersection of the Phoenix VORTAC 005o radial and the 25-mile arc of the Phoenix VORTAC (lat. 33°50′56″ N., long. 111°55′36″ W.), thence clockwise along the 25-mile arc of the Phoenix VORTAC to the intersection of the 25-mile arc of the Phoenix VORTAC and the Phoenix VORTAC 025° radial (lat. 33°48′40″ N., long. 111°45′32″ W.), thence southwest along the Phoenix VORTAC 025° radial to the intersection of the Phoenix VORTAC 025° radial and the 20-mile arc of the Phoenix VORTAC (lat. 33°44′08″ N., long. 111°48′05″ W.), thence counterclockwise along the 20-

mile arc of the Phoenix VORTAC to the point of beginning.

Area I. That airspace extending upward from 7,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of the 20-mile arc of the Phoenix VORTAC and the Phoenix VORTAC 115° radial (lat. 33°17′29″ N., long. 111°36′35″ W.), thence southeast along the Phoenix VORTAC 115° radial to the intersection of the Phoenix VORTAC 115° radial and the 25-mile arc of the Phoenix VORTAC (lat. 33°15′21″ N., long. 111°31′12″ W.), thence clockwise along the 25-mile arc of the Phoenix VORTAC to the intersection of the 25-mile arc of the Phoenix VORTAC and the Phoenix VORTAC 168° radial (lat. 33°01′29″ N., long. 111°57′02″ W.), thence north along the Phoenix VORTAC 168° radial to the intersection of the Phoenix VORTAC 168° radial and the 20-mile arc of the Phoenix VORTAC (lat. 33°06′23″ N., long. 111°53′16″ W.), thence counterclockwise along the 20-mile arc of the Phoenix VORTAC to the point of beginning.

Area J. That airspace extending upward from 6,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of the 15-mile arc of the Phoenix VORTAC and the Phoenix VORTAC 079° radial (lat. 33°28′50″ N., long. 111°40′37″ W.), thence northeast along the Phoenix VORTAC 079° radial to the intersection of the Phoenix VORTAC 079° radial and the 20-mile arc of the Phoenix VORTAC (lat. 33°29′46″ N., long. 111°34′44″ W.), thence clockwise along the 20-mile arc of the Phoenix VORTAC to the intersection of the 20-mile arc of the Phoenix VORTAC and the Phoenix VORTAC 115° radial (lat. 33°17′29″ N., long. 111°36′35″ W.), thence northwest along the Phoenix VORTAC 115° radial to the intersection of the Phoenix VORTAC 115° radial and the 15-mile arc of the Phoenix VORTAC (lat. 33°19′37″ N., long. 111°41′59″ W.), thence counterclockwise along the 15-mile arc of the Phoenix VORTAC to the point of beginning.

Area K. That airspace extending upward from 8,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of the 20-mile arc of the Phoenix VORTAC and the Phoenix VORTAC 025° radial (lat. 33°44′08″ N., long. 111°48′05″ W.), thence northeast along the Phoenix VORTAC 025° radial to the intersection of the Phoenix VORTAC 025° radial and the 25-mile arc of the Phoenix VORTAC (lat. 33°48′40″ N., long. 111°45′32″ W.), thence clockwise along the 25-mile arc of the Phoenix VORTAC to the intersection of the 25-mile arc of the Phoenix VORTAC and the Phoenix VORTAC 115° radial (lat. 33°15′21″ N., long. 111°31′12″ W.), thence northwest along the Phoenix VORTAC 115° radial to the intersection of the Phoenix VORTAC 115° radial and the 20-mile arc of the Phoenix VORTAC (lat. 33°17′29″ N., long. 111°36′35″ W.), thence counterclockwise along the 20-mile arc of the Phoenix VORTAC to the point of beginning.

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Issued in Washington, DC, on January 24, 1997.

Jeff Griffith,

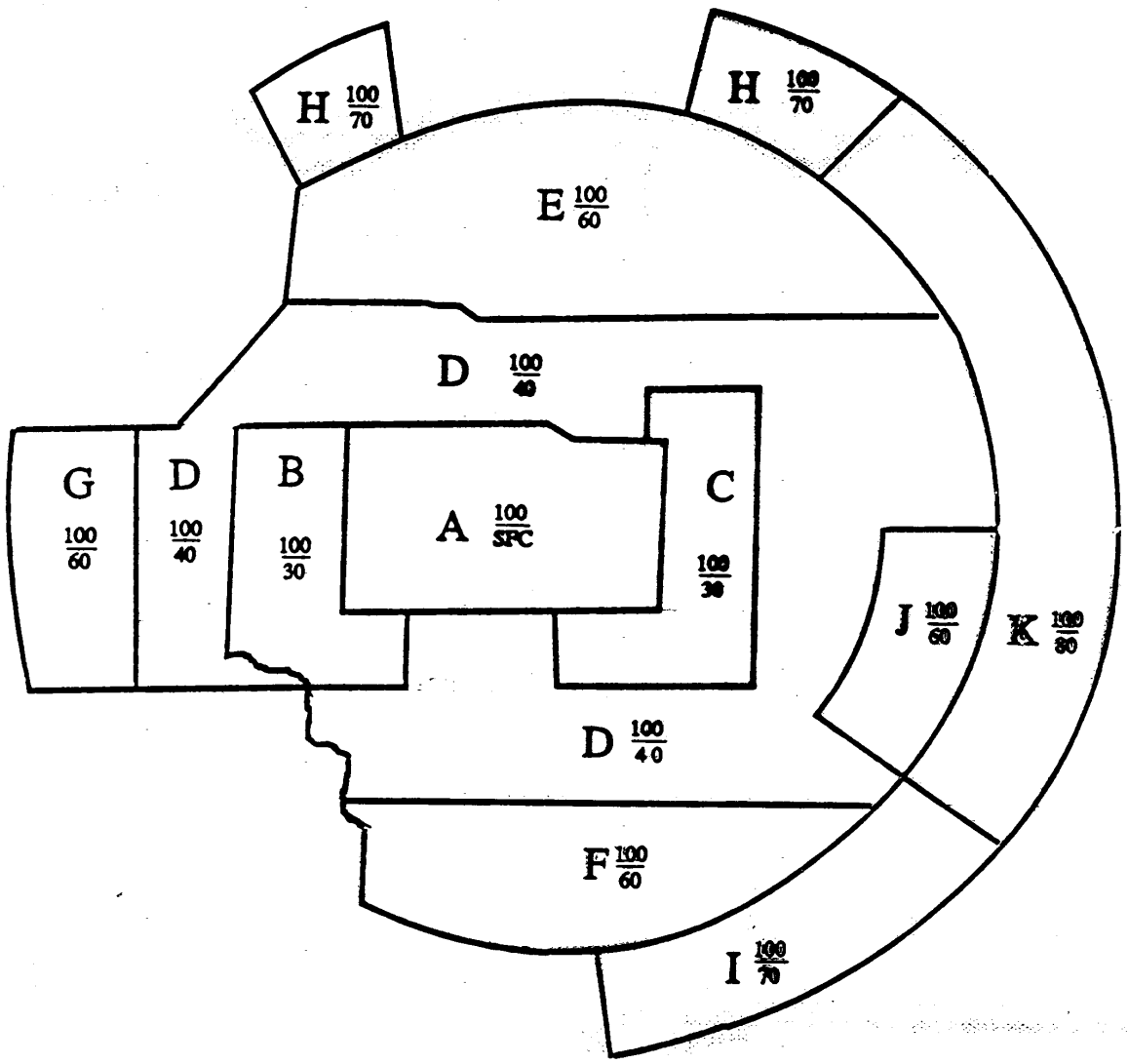
Program Director for Air Traffic Airspace Management.

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

Appendix—Phoenix Sky Harbor International Airport Class B Airspace Area.

BILLING CODE 4910–13–P

PHOENIX CLASS B AIRSPACE AREA
FIELD ELEVATION 132 FEET
(NOT TO BE USED FOR NAVIGATION)



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BILLING CODE 4910–13–C

14 CFR Part 71

[Airspace Docket No. 95–ANM–31]

Proposed Establishment of Class E Airspace, Monte Vista, Colorado

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Proposed Rulemaking (NPRM).

SUMMARY: This proposed rule would establish the Monte Vista, Colorado, Class E airspace to accommodate a new Global Positioning System (GPS) Standard Instrument Approach