

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 95-AWA-10]

RIN 2120-AA66

Proposed Establishment of Class C Airspace and Revocation of Class D Airspace, Springfield Regional Airport, MO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This NPRM proposes to establish a Class C airspace area and revoke the existing Class D airspace area at the Springfield Regional Airport, Springfield, MO. The Springfield Regional Airport is a public-use facility with an operating control tower served by a Level III Terminal Radar Approach Control Facility (TRACON). The establishment of this Class C airspace area would require pilots to maintain two-way radio communications with air traffic control (ATC) while in the Class C airspace area. Implementation of the proposed Class C airspace area would promote the efficient control of air traffic and reduce the risk of midair collision in the terminal area.

DATES: Comments must be received on or before January 29, 1997.

ADDRESSES: Send comments on the proposal in triplicate to the Federal Aviation Administration, Office of Chief Counsel, Attention: Rules Docket, AGC-200, Airspace Docket No. 95-AWA-10, 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:

Steve Brown, 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-10." 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 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. This circular 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 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 designated 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 (48 FR 34286, July 28, 1983) 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 (48 FR 50038, October 28, 1983) to provide an operational test bed 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 or without TRSA's that warrant implementation of an ARSA.

The airspace reclassification initiative, 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 NPRM proposes Class C designation at a location which was not identified as a candidate for Class C airspace in the preamble to Amendment No. 71-10 (50 FR 9252). Other candidate locations will be proposed in future NPRM's published in the Federal Register.

Pre-NPRM Public Input

As announced in the Federal Register on July 21, 1994 (59 FR 37282), a pre-NPRM airspace meeting was held on September 7, 1994, in Springfield, MO. The purpose of this meeting was to provide local airspace users an opportunity to present input on the planned establishment of the Springfield Class C airspace area prior to issuance of an NPRM. All comments received during the pre-NPRM informal airspace meeting were considered and incorporated, in part, in this NPRM. An analysis of the comments received during this effort are summarized below.

Discussion of Comments

The Aircraft Owners and Pilots Association (AOPA), Experimental Aircraft Association (EAA), Missouri Pilots Association (MPA), and other individuals opposed the planned Class C airspace area at Springfield Regional Airport. These commenters believe that the FAA has not used alternate nonrulemaking solutions to meet safety issues concerning Springfield Regional Airport and enplanement numbers should not be the only criteria used.

The FAA does not agree, and further believes that all nonrulemaking alternatives to provide for an acceptable level of safety have been exhausted. For example, over the past several years, the FAA has updated its equipment, improved its radar services, and in the last year alone, held at least seven

meetings in the Springfield area informing the public of its growing safety concerns. These concerns are centered around: (1) potential conflicts between en route visual flight rules (VFR) traffic using the Springfield Very High Frequency Omnidirectional Range (VOR) navigational aid and arriving traffic; (2) conflicts between aircraft on instrument approach to Runway 20 and the VFR flyway area to the southeast; (3) conflicts between aircraft using the localizer procedure and transiting aircraft for the Springfield Downtown Airport; and (4) congestion caused by military use of Springfield Regional Airport for practice approaches and training. In addition, Springfield Regional Airport is the only airport in southwest Missouri that has a radar facility. This capability attracts several aviation flight training schools, thus adding to a mixed traffic environment.

For a site to be a candidate for Class C airspace consideration, it must have an airport with an operational airport traffic control tower (ATCT) that is serviced by a radar approach control and meet one of the following: (1) 75,000 annual instrument operations count at the primary airport; (2) 100,000 annual instrument operations count at the primary and secondary airport in the terminal area hub; or (3) 250,000 annual enplaned passengers at the primary airport. In this case, Springfield Regional Airport meets the FAA criteria and qualifies as a candidate for Class C airspace.

Several commenters believe the construction of two new airports would affect traffic at Springfield Regional Airport. The FAA disagrees with these concerns. Currently, there are no new airport proposals, private or public, on file. At one point, there had been proposals for new airports (Stone County and Four Cities Regional). However, these sites were either found unacceptable and a new site was not selected, or the sponsor elected not to file an extension on the airport proposal.

One commenter did not object to the Class C airspace area; however, he requested that Bird Field Airport be excluded from the Class C airspace surface area. The FAA concurs with this recommendation. The Bird Field Airport is located near the 5 NM outer boundary, and there are only three private "Cherokee" type of aircraft that routinely use this airport and generally would not require ATC services. The airspace above this airport is not needed for the proposed Class C area; therefore, under this proposal, appropriate airspace surrounding the Bird Field Airport for 1 NM is excluded.

None of the airlines were represented at the informal airspace meeting, and one commenter interpreted their absence as a statement that safety must be adequate at Springfield Regional Airport and, consequently, that Class C airspace would not be necessary.

The FAA disagrees with this interpretation. Conversely, the FAA agrees with several other commenters in their belief that establishing Class C airspace will enhance safety in this mixed airspace environment and that the requirements imposed on pilots outweigh the perceived complexities and costs associated with the safety characteristics achieved within a Class C airspace area. Additionally, this action is supported by US Air Express, American Airlines, the Airport Manager of the Springfield Downtown Airport, and other entities that use the Springfield Regional Airport.

The Proposal

The FAA is proposing an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish a Class C airspace area and revoke the Class D airspace area at Springfield Regional Airport located in Springfield, MO. Springfield Regional Airport is a public-use facility with an operating control tower served by a Level III TRACON. Implementation of the proposed Springfield Class C airspace area would promote the efficient control of air traffic and further reduce the risk of midair collision in the terminal area.

The FAA published a final rule (50 FR 9252, March 6, 1985) that defines Class C airspace and prescribes operating rules for aircraft, ultralight vehicles, and parachute jump operations in Class C airspace areas. The final rule provides, in part, that all aircraft arriving at any airport in Class C airspace or flying through Class C airspace must: (1) prior to entering the Class C airspace, establish two-way radio communications with the ATC facility having jurisdiction over the area and (2) while in Class C airspace, maintain two-way radio communications with that facility. For aircraft departing from the primary airport within Class C airspace, or a satellite airport with an operating control tower, two-way radio communications must be established and maintained with the control tower and thereafter as instructed by ATC while operating in Class C airspace. For aircraft departing a satellite airport without an operating control tower and within Class C airspace, two-way communications must be established with the ATC facility jurisdiction over the area as soon as practicable after takeoff and thereafter maintained while

operating within the Class C airspace (14 CFR 91.130).

Pursuant to the Federal Aviation Regulations § 91.130 (14 CFR part 91) all aircraft operating within Class C airspace are required to comply with §§ 91.129 and 91.13. Ultralight vehicle operations and parachute jumps in Class C airspace areas may only be conducted under the terms of an ATC authorization.

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

Definitions and operating requirements applicable to Class C airspace may be found in § 71.51 of part 71 and §§ 91.1 and 91.130 of part 91 of the Federal Aviation Regulations (14 CFR parts 71, 91). 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 or removed subsequently from the Order.

The volume of passenger enplanements at Springfield Regional Airport has steadily increased. In 1993, it was 309,440; in 1994, 343,671; and in 1995, 328,766. This volume of passenger enplanements meets the FAA criteria for establishing Class C airspace. Establishment of the proposed Springfield Regional Airport Class C airspace area would contribute to the improvement in aviation safety.

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 proposed rule is not "a significant regulatory action" as defined in the Executive Order and the Department of Transportation Regulatory Policies and Procedures; would not have a significant impact on a substantial number of small entities; and would not constitute a barrier to international trade. These analyses, available in the docket, are summarized below.

Cost-Benefit Analysis

Cost

The FAA has determined that the establishment of the proposed Springfield, MO, Class C airspace area at the Springfield Regional Airport would impose a one-time FAA administrative cost of \$575 (1995 dollars). The FAA has also determined that the proposed rule would not impose any cost impact on the aviation community (namely, aircraft operators and fixed based operators). The potential costs of the proposed Class C airspace area are discussed below.

For the proposed Springfield Class C airspace, the FAA does not expect to incur any additional costs for ATC staffing, training, or facility equipment. The FAA is confident that it can accommodate any additional traffic that would participate in radar services at the proposed Class C airspace area through more efficient use of personnel at current authorized staffing levels. The FAA expects to train its controller force in Class C airspace procedures during regularly scheduled briefing sessions routinely held at the airport. Thus, no additional training costs or equipment requirements are anticipated.

Establishment of Class C airspace throughout the country has made it necessary to revise sectional charts by removing existing airspace configurations and incorporating the new Class C airspace boundaries. The FAA currently revises these sectional charts every six months to reflect changes to the airspace environment. Changes required to depict Class C airspace are made routinely during these charting cycles. The periodic changes to these charts are considered as routine operating expenses of the FAA. Thus, the FAA does not expect to incur any additional charting costs as a

result of the proposed Springfield Class C airspace area.

The FAA holds an informal public meeting at each proposed Class C airspace location. These meetings provide pilots with the best opportunity to learn about Class C airspace operating procedures. The routine expenses associated with these public meetings are incurred regardless of whether Class C airspace is ultimately established. Thus, the expenses from these meetings are considered routine costs to the FAA. If the proposed Springfield Class C airspace area were to become a final rule, the FAA would distribute a "Letter To Airmen" to all pilots residing within 50 miles of the Class C airspace site that would explain the operation and airspace configuration of the proposed Class C airspace area. The "Letter to Airmen" costs would be about \$575 (1995 dollars). This one-time negligible cost would be incurred upon the establishment of the proposed Class C airspace area.

The FAA anticipates that some pilots who currently transit the terminal area without establishing radio communications may choose to circumnavigate the proposed Springfield Class C airspace area. However, the FAA contends that these operators could circumnavigate the proposed Class C airspace area without significantly deviating from their regular flight paths. Operators could remain clear of the proposed Class C airspace area by flying above the ceiling of 5,300 feet MSL, flying west beneath the outer floor of 2,500 feet MSL, or flying just beyond the lateral boundaries. The operators who choose to fly beyond the lateral boundaries would be required to navigate an additional 5 NM, adding an additional 10 minutes of flight time. The FAA has determined that the proposed rule would have a negligible, if any, cost impact on non-participating general aviation (GA) aircraft operations because of these small deviations from current flight paths.

The Springfield Regional Airport is designated as a "high-passenger traffic" airport under Phase II of the Mode C Rule ("Transponder With Automatic Altitude Reporting Capability Requirement"—53 FR 23356, June 21, 1988) which went into effect on December 30, 1990. Phase II of the Mode C Rule requires aircraft operators to have Mode C transponders in and above Class C airspace up to 10,000 feet MSL. When the proposed Springfield Class C airspace is established, it would continue to be subject to Phase II of the Mode C Rule. Since the cost of the Mode C requirement has already been addressed (Phase II of the Mode C Rule),

it will not be considered as part of this proposal in order to avoid double-counting the cost of one action. The FAA assumes that nearly all aircraft operating in the vicinity of the proposed Springfield Class C airspace area already have Mode C transponders and two-way radio communications capability. This assessment is based on the most recent General Aviation and Avionics Survey Report. The report indicates an estimated 82 percent of all GA aircraft operators are already equipped with two-way radios. In addition, Traffic Alert and Collision Avoidance Systems (TCAS) allow air carriers, commuter airplanes, and corporate aircraft to determine the position of other aircraft from the signal emitted by Mode C transponders. The FAA has adopted regulations requiring certain aircraft operators to install TCAS (54 FR 940, January 10, 1989). As of December 30, 1990, all aircraft (except those aircraft without an electrical systems), balloons, and gliders flying in the vicinity of the Springfield Regional Airport must have a Mode C transponder (14 CFR 91.215). The FAA has traditionally accommodated GA aircraft operators without two-way radio communication equipment via letters of agreement, when practical to do so without jeopardizing aviation safety. Since not all GA aircraft operators receive letters of agreement, such operators would be required to use circumnavigation procedures.

The establishment of the proposed Springfield Class C airspace area is not expected to have any adverse impacts on the operations at Bird Field. Bird Field is a small satellite airport, approximately 5 NM north of Springfield Regional Airport. The proposed Class C airspace would place a 1 NM exclusion area around Bird Field. Most pilots using this airport would probably circumnavigate the proposed Class C airspace without participating in radar services.

Benefits

The benefits of the proposed Springfield Class C airspace area would be enhanced aviation safety (lowered risk of midair collisions) and improved operational efficiency (higher air traffic controller productivity with existing resources). The potential benefits of this proposed rule are discussed below.

The NAR Task Group found that airspace users, especially GA users, encountered significant problems with terminal radar services. Different levels of radar service offered within terminal areas caused confusion about existing restrictions and privileges. The standardization and simplification of

operating procedures provided by Class C airspace is expected to alleviate many of these problems. As both pilots and controllers become familiar with Class C airspace operating procedures, air traffic would flow more efficiently and expeditiously. The benefits of the Class C airspace program cannot be specifically attributed to individual airports. Rather, the benefits would result from overall improvements in terminal area ATC procedures realized as Class C airspace is implemented throughout the country. Establishment of the proposed Springfield Class C airspace area would contribute to these overall improvements.

The proposed Springfield Class C airspace area would lower the risk of midair collisions due to increased positive control of airspace around the Springfield Regional Airport. Due to the proactive nature of the proposed Class C airspace area, the potential safety benefits are difficult to quantify in monetary terms. Since traffic trends indicate an increased risk of a midair collision at the airport, the FAA created Class C airspace areas for the purpose of reducing the likelihood of this potential safety problem. These traffic trends consist of an increased volume of passenger enplanements and an increased complexity of aircraft operations. Complexity refers to air traffic conditions resulting from a mix of controlled and uncontrolled aircraft that vary widely in speed and maneuverability. Enplanements at the airport were 328,766 in 1995; 343,671 in 1994; and 309,440 in 1993. The current volume of passenger enplanements have made the airport eligible to become Class C airspace.

The FAA has conservatively estimated that the Class C airspace program would reduce the risk of midair collision by 50 percent at Class D airspace locations. This estimate is based on before and after studies of near midair collision (NMAC) trends and radar tracking data from the original Columbus, OH, Class C airspace area location and a review of the National Transportation Safety Board's (NTSB) midair collision accident records from January 1978 to October 1984. This 50 percent reduction translates into one midair collision prevented nationally every one to two years. The FAA currently values the prevention of a human fatality at \$2.7 million and the prevention of a serious injury at \$518,000. The quantifiable benefits of preventing a midair collision (based on the aforementioned reports) can range from less than \$177,000 (1995 dollars), a minor non-fatal accident between two GA aircraft in which both aircraft need

to be replaced, to \$452 million (1995 dollars), the weighted average of a midair collision between an air carrier and a GA aircraft in which there are no survivors. The benefits of the proposed Springfield Class C airspace area and other designated airspace actions that require Mode C transponders cannot be separated from the benefits of the Mode C Rule and the TCAS Rule. These rules work together to prevent midair collisions from occurring. These airspace actions would share potential benefits totaling \$4.66 billion (discounted 7%, 15 years, 1995 dollars).

Conclusion

The FAA has determined that in view of the minimal cost of compliance, enhanced aviation safety and operational efficiency, the proposed establishment of Springfield Regional Airport Class C airspace area would be cost-beneficial. The establishment of the Springfield Class C airspace would impose a negligible, if any, cost on the aviation community and a cost of about \$575 on the agency. When this cost estimate of \$575 is added to the total cost of the Class C airspace program, the Class B airspace program, the Mode C Rule, and the TCAS Rule, the combined cost would still be less than their total potential safety benefits.

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. Small entities are small businesses and small not-for-profit organizations which are independently owned and operated, and small government jurisdictions. A substantial number of small entities means a number which is not less than eleven and which is more than one-third of the small entities subject to a proposed or existing rule. A significant economic impact refers to the annualized threshold assigned to each entity group potentially impacted by the rulemaking actions.

For the purpose of this evaluation, the small entities that would be potentially affected by the proposed rule are defined as fixed-base operators, airport operators, flight schools, agricultural operators, and other small aviation businesses operating in the vicinity of

the proposed Springfield Class C airspace area. Sport aviation interests that may be affected include ballooning, parachuting, and gliding. Mandatory participation in the proposed Class C airspace area and special conditions around the Springfield Regional Airport could potentially impose certain costs (i.e., avionics equipment) on aircraft operators. Based on historical experience of other Class C airspace areas, the FAA would develop special procedures to accommodate these operators through local agreements between ATC and the affected entities. Since the proposed Springfield Class C airspace area falls in this category, the FAA does not anticipate any adverse impacts to occur as a result of the Class C airspace area.

The FAA has determined that the proposed rule 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 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. The proposed rule would not impose costs on aircraft operators or aircraft manufacturers in the U.S. or foreign countries. The establishment of the proposed Class C airspace area would only affect U.S. terminal airspace operating procedures at and in the vicinity of Springfield, MO. The

proposed rule would not have international trade ramifications because it is a domestic airspace matter that would not impose additional costs or requirements on affected entities.

Federalism Implications

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

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

* * * * *

ACE MO C Springfield, MO [New]
Springfield Regional Airport, MO
(lat. 37°14'39"N., long. 93°23'13"W.)
Bird Field Airport
(lat. 37°19'00"N., long. 93°25'00"W.)
Springfield VORTAC
(lat. 37°21'22"N., long. 93°20'24"W.)

That airspace extending upward from the surface to, and including, 5,300 feet MSL within a 5 NM radius of Springfield Regional Airport, excluding that airspace within a 1 NM radius of the Bird Field Airport and that airspace extending upward from 2,500 feet MSL to, and including, 5,300 feet MSL within a 10-mile radius of Springfield Regional Airport. This Class C airspace area is effective during the specific dates and times established in advance by a Notice to Airman. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Paragraph 5000—Subpart D—Class D Airspace

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ACE MO D Springfield, MO [Removed]

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Issued in Washington, DC, on November 20, 1996.

Harold W. Becker,

*Acting Program Director for Air Traffic
Airspace Management.*

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

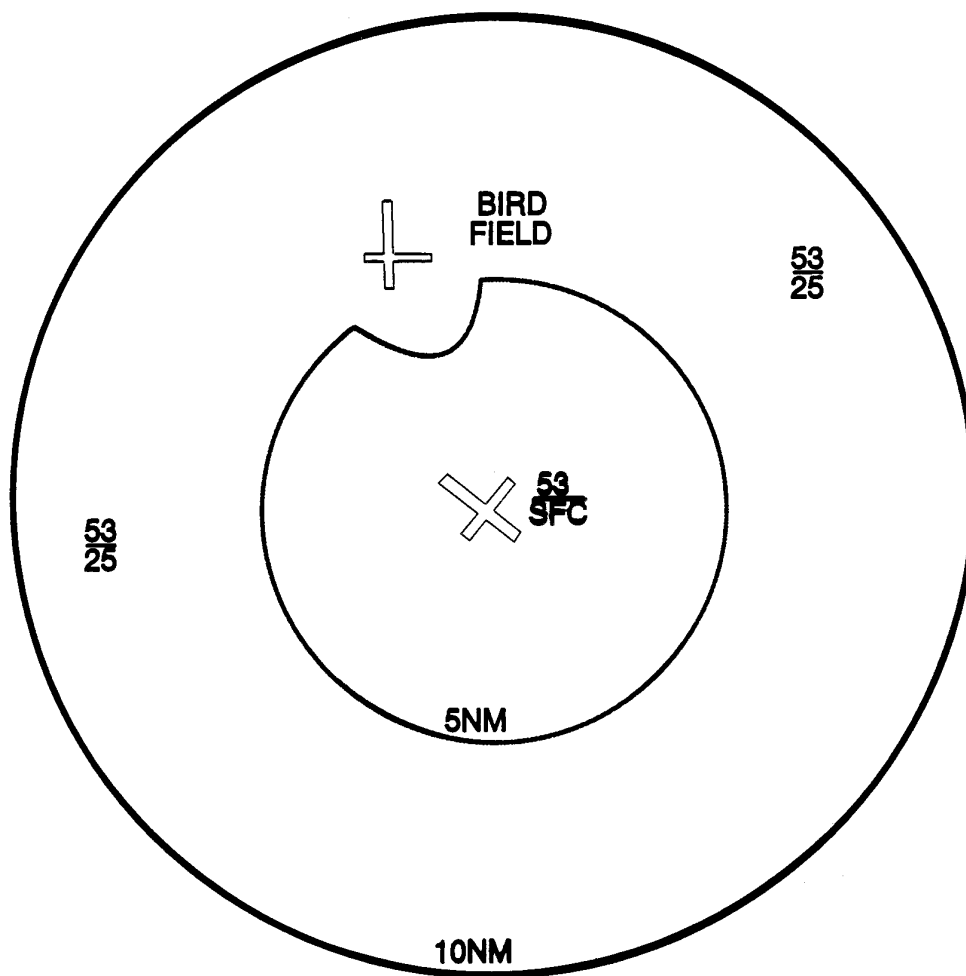
Appendix—Class C Airspace Area.

BILLING CODE 4910-13-P

SPRINGFIELD REGIONAL

CLASS C AIRSPACE AREA

(NOT TO BE USED FOR NAVIGATION)



Prepared by the
FEDERAL AVIATION ADMINISTRATION

Air Traffic Publications
ATX-420