Sunshine Act Meetings

Federal Register
Vol. 57, No. 167
Thursday, August 27, 1992

This section of the FEDERAL REGISTER contains notices of meetings published under the "Government in the Sunshine Act" (Pub. L. 94-409) 5 U.S.C. 552b(e)(3).

BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

TIME AND DATE: 10:00 a.m., Wednesday, September 2, 1992.

PLACE: Marriner S. Eccles Federal Reserve Board Building, C Street entrance between 20th and 21st Streets, NW., Washington, DC 20551.

STATUS: Closed.

MATTERS TO BE CONSIDERED:

1. Personnel actions (appointments, promotions, assignments, reassignments, and salary actions) involving individual Federal Reserve System employees.
2. Any items carried forward from a previously announced meeting.

CONTACT PERSON FOR MORE INFORMATION: Mr. Joseph R. Coyne, Assistant to the Board; (202) 452-3204. You may call (202) 452-3207, beginning at approximately 5 p.m. two business days before this meeting, for a recorded announcement of bank and bank holding company applications scheduled for the meeting.

Dated: August 25, 1992.

Jennifer J. Johnson,

Associate Secretary of the Board.

[FR Doc. 92-20805 Filed 8-25-92; 3:08 pm]

BILLING CODE 6210-01-M

NATIONAL HERITAGE CORRIDOR COMMISSION

Notice of Meeting

Notice is hereby given in accordance with Section 552b of Title 5, United States Code, that a meeting of the Blackstone River Valley National Heritage Corridor Commission will be held on Thursday, September 24, 1992.

The Commission was established pursuant to Public Law 99-647. The purpose of the Commission is to assist federal, state and local authorities in the development and implementation of an integrated resource management plan for those lands and waters within the Corridor.

The meeting will convene at 7 p.m. at the Grafton Memorial Municipal Center, 30 Providence Road, Grafton, MA for the following reasons:

1. Election of Officers.
2. Approval of FY 93 Budget.

It is anticipated that about twenty people will be able to attend the session in addition to the Commission members.

Interested persons may make oral or written presentations to the Commission or file written statements. Such requests should be made prior to the meeting to: James Pepper, Executive Director, Blackstone River Valley National Heritage Corridor Commission, P.O. Box 730, Uxbridge, MA 01569. Telephone: (508) 278-9400.

Further information concerning this meeting may be obtained from James Pepper, Executive Director of the Commission at the address noted on this letterhead.

Nancy Brittain,

Acting Executive Director, Blackstone River Valley National Heritage Corridor Commission.

[FR Doc. 92-20732 Filed 8-25-92; 3:07 pm]

BILLING CODE 4310-70-M

UNITED STATES POSTAL SERVICE BOARD OF GOVERNORS

Amendment to Meeting

"FEDERAL REGISTER" CITATION OF PREVIOUS ANNOUNCEMENT: 57 FR 37866, August 20, 1992.

PREVIOUSLY ANNOUNCED DATE OF MEETING: August 31, 1992.

CHANGE: Delete the following items from the closed meeting agenda:

1. Consideration of a Filing with the Postal Rate Commission to Establish a Bulk Small Parcel Service.
3. Consideration of the Postal Rate Commission Opinion and Recommended Decision in Docket No. MC91-3, Second-Class Pallet Discount, 1991.

CONTACT PERSON FOR MORE INFORMATION: David F. Harris, (202) 268-4800.

David F. Harris,

Secretary.

[FR Doc. 92-20809 Filed 8-25-92; 3:30 pm]

BILLING CODE 7710-12-M

Corrections

Federal Register
Vol. 57, No. 167
Thursday, August 27, 1992

This section of the FEDERAL REGISTER contains editorial corrections of previously published Presidential, Rule, Proposed Rule, and Notice documents. These corrections are prepared by the Office of the Federal Register. Agency prepared corrections are issued as signed documents and appear in the appropriate document categories elsewhere in the issue.

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Health Care Financing Administration

[BPD-757-NC]

RIN 0938-AF80

Medicare Program; Schedule of Limits on Home Health Agency Costs Per Visit for Cost Reporting Periods Beginning On or After July 1, 1992

Correction

In notice document 92-15496 beginning on page 29410 in the issue of Wednesday, July 1, 1992, make the following correction:

On page 29416, in the first column, under **IX. Wage Indexes**, the heading for the table should read "Table IIIa. - Wage Index for Urban Areas"; in the table: the heading "Urban Area (Constiuent Counties or County Equivalents)" should appear at the top of the first column and "Wage Index" should appear at the top of the second column.

BILLING CODE 1505-01-D

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 301

[PS-7-92]

Continuity of Life—Limited Partnerships

Correction

In proposed rule document 92-17086 beginning on page 32472 in the issue of Wednesday, July 22, 1992, make the following corrections:

1. On page 32472, in the third column, under **EXPLANATION OF PROVISIONS**, in the fifth line, "Section" should read "Sections".

2. On page 32473, in the first column, in the second full paragraph, in the fifth line, "conform the" should read "conform to".

BILLING CODE 1505-01-D

federal register

Thursday
August 27, 1992

Part II

Department of Transportation

Federal Aviation Administration

14 CFR Part 71

Terminal Airspace Reconfiguration; Final Rule

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. 26852; Amendment No. 71-16]

RIN 2120-AE18

Terminal Airspace Reconfiguration

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This final rule amends the Federal Aviation Regulations (FAR) by revising all control zones and transition areas and specific terminal control areas (TCAs) and airport radar service areas (ARSAs). The revisions will modify the lateral and vertical dimensions of the control zones and transition areas; revise the lateral dimension of the surface area of the Anchorage, Alaska ARSA; lower the ceiling of the Chicago, Midway Airport, Illinois ARSA so it does not overlap the Chicago, O'Hare International Airport TCA; replace the El Toro, California Special Air Traffic Rules Area with a Class D airspace area; and modify the names and the language in the airspace descriptions of specific TCAs and ARSAs. This amendment will ease the conversion from existing control zones and transition areas to the new airspace designations established under the Airspace Reclassification final rule, which is effective September 16, 1993, and is consistent with the primary intention of airspace reclassification to simplify airspace designations.

EFFECTIVE DATES: The amendment to § 71.1, which is currently in effect, becomes effective October 15, 1992. The amendment to § 71.1, which is effective September 16, 1993, becomes effective September 16, 1993.

FOR FURTHER INFORMATION CONTACT: Mr. William M. Mosley, Air Traffic Rules Branch, ATP-230, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, telephone 202-267-9251.

SUPPLEMENTARY INFORMATION:

Background

On December 17, 1991, the final rule for Airspace Reclassification was published (56 FR 65638). The new airspace classes are effective September 16, 1993. The final rule amends Federal Aviation Regulations (FAR) part 71 (14 CFR part 71) to reclassify U.S. airspace in accordance with the airspace classes adopted by the International Civil Aviation Organization (ICAO).

Under the amended part 71 effective September 15, 1993, positive control areas (PCAs), jet routes, and area high routes are classified as Class A airspace areas; TCAs are classified as Class B airspace areas; ARSAs are classified as Class C airspace areas; control zones and airport traffic areas for airports with operating control towers that are not associated with the primary airport of a TCA or an ARSA are classified as Class D airspace areas; all other controlled airspace areas are classified as Class E airspace areas; and airspace that is not otherwise designated as a controlled airspace area is classified as Class G airspace.

The implementation of the Airspace Reclassification final rule includes reviews of certain existing airspace areas to ensure that they meet the new airspace classifications. The reviews of certain existing airspace areas focus on control zones, transition areas, and offshore airspace. The first of these reviews, which is addressed in this amendment, focuses on control zones and transition areas. Soon to be published, the Notice of Proposed Rulemaking (NPRM) entitled "Offshore Airspace Reconfiguration; Additional Control Areas; Continental Control Area; Area Low Routes; Control Areas Associated with Jet Routes Outside the Continental Control Area; Reporting Points; Flushing (New York) Airport Traffic Rule; and Valparaiso, Florida Terminal Area," will address offshore airspace and any supplementary airspace matters. The FAA expects that the proposals in this subsequent NPRM, if promulgated, would be effective no later than September 16, 1993, the effective date of the Airspace Reclassification final rule.

Because this amendment is issued after the publication of the Airspace Reclassification final rule, but before the effective date of September 16, 1993, both existing and future terminologies are used. The actual airspace area descriptions are the same whether the airspace area is called: (1) A control zone and an airport traffic area for an airport with an operating control tower that is not associated with the primary airport of a TCA or an ARSA (current terminology), or a Class D airspace area (future terminology); (2) a control zone for an airport without an operating control tower (current terminology) or a Class E airspace area (future terminology); or (3) a transition area (current terminology) or a Class E airspace area (future terminology). These reviews do not change any requirements for operations under visual flight rules (VFR) or instrument flight rules (IFR).

Discussion of the Amendments and Public Comments

This final rule is based on NPRM No. 92-5 (57 FR 18954; May 1, 1992). The rule amends part 71 by revising all control zones and transition areas as well as specific TCAs and ARSAs described in FAA Order 7400.7, Compilation of Regulations, effective November 1, 1991 ("Handbook"), which is incorporated by reference in 14 CFR 71.1. This final rule also modifies the corresponding Class B, Class C, Class D, and Class E airspace descriptions in FAA Order 7400.9, Airspace Reclassification, effective September 16, 1993, which is also incorporated by reference in 14 CFR 71.1. When the Airspace Reclassification final rule becomes effective on September 16, 1993, each airspace description in section 171 of FAA Handbook 7400.7 will be changed as follows: (1) Deleted, if a control zone is associated with a TCA or an ARSA; (2) redesignated as a Class D airspace area, if a control zone is at an airport with an operating control tower that is not associated with a TCA or an ARSA; or (3) redesignated as a Class E airspace area, if a control zone is at an airport without an operating control tower. On the same date, each airspace description in sections 181, 401, and 501 of FAA Handbook 7400.7 will be redesignated as Class E, Class B, and Class C airspace areas, respectively. These changes are based on a review of each control zone and transition area using the revised criteria in Change 4 to FAA Order 7400.2C, Procedures for Handling Airspace Matters.

These changes supersede the listings in subparts F, G, K, and L of Handbook 7400.7, and subparts B, C, D, and section 71.71(b), subpart E, of Handbook 7400.9. The descriptions of control zones, transition areas, terminal control areas, and airport radar service areas as amended by this rule will be published in a supplement to the Handbook (Handbook 7400.7—Supplement).

The control zones and transition areas addressed in this final rule are classified into four basic categories:

(1) Control zones for the primary airports of TCAs or ARSAs;
(2) Control zones for airports with operating control towers not associated with the primary airports of TCAs or ARSAs;
(3) Control zones for airports without operating control towers; and
(4) Transition areas.

Comments to Docket Number 26852

Four comments on the NPRM were submitted to Docket Number 26852.

These comments were by the Air Line Pilots Association (ALPA), the Experimental Aircraft Association (EAA), and two individuals. No comments were submitted to the FAA regions.

EAA and ALPA concur with the proposal. The two individuals oppose certain provisions of the NPRM. The issues addressed by the commenters include the education of the pilot community and the integration of airport traffic areas and control zones into Class D airspace areas.

Pilot Education

EAA expresses concern about educating pilots on Airspace Reclassification. EAA indicates that it will participate in pilot education. As part of EAA's participation in the Aviation Rulemaking Advisory Committee, EAA will distribute information through publications, documents, and safety forums to aid the transition to the new airspace classifications.

The FAA commends EAA's commitment to pilot education. As the FAA stated in the Airspace Reclassification final rule, educational material such as pocket guides, a video, and posters will be issued to instruct the aviation public on airspace reclassification.

Comments on Class D Airspace Requirements

On September 16, 1993, control zones and airport traffic areas for airports with operating control towers not associated with the primary airports of TCAs or ARSAs will become Class D airspace areas.

The two individual commenters express concern about integrating the airport traffic areas and control zones into Class D airspace areas. According to the commenters, integrating these areas will affect operational safety and usage. The commenters also state that a requirement to establish two-way radio communication between pilots and air traffic control beyond the current lateral boundaries of an airport traffic area is an operational burden to VFR flights, creates a hazard to aviation safety, reaches beyond the intent of airspace reclassification, and imposes a greater risk to flights conducted under IFR.

The commenters note that airport traffic areas and control zones exist for two different reasons. According to the commenters, airport traffic areas require pilots to establish two-way radio communication with air traffic control in airport traffic areas to "manage and conduct orderly and safe flight operations within the vicinity of the airport and airport traffic pattern." The commenters believe that pilots and air traffic controllers will experience increased workloads and unwarranted radio congestion if pilots who are operating under VFR, neither within the airport traffic pattern nor departing or arriving at the airport, must communicate with air traffic control.

The commenters state that the requirement for two-way radio communication in Class D airspace areas could be a detriment to safety. For example, each commenter notes instances when he was not able to communicate important and timely information to an air traffic controller in a tower facility. In these instances, pilots operating under VFR outside of the airport traffic area in activities not related to or affecting the airport traffic pattern, airport departures, or airport arrivals was attempting to establish two-way radio communication with air traffic control to fly through airspace beyond the perimeter of the airport traffic area.

The commenters also state that pilot workload would be increased by an integrated airport traffic area and control zone that has non-standard dimensions. They state that pilots would be required to expend additional effort in the cockpit to determine whether two-way radio communication is required for a flight. The commenters use the example of a pilot who spends time analyzing charts for the size and shape of approach extensions and has less time available to scan for traffic.

Both commenters oppose a requirement for a pilot to establish two-way radio communication with air traffic control in arrival extensions. They agree with the FAA's proposal to designate the extension areas as Class E airspace areas, which do not require the establishment of two-way radio communication with air traffic control. However, the commenters suggest that extension areas of 2 miles or less also be designated as Class E airspace areas. The commenters state that the designation of all extension areas as Class E airspace areas would help standardize and simplify airspace and would not clutter aeronautical charts.

The FAA believes that the concerns of the commenters regarding the integration of airport traffic areas and control zones into Class D airspace areas are addressed in the amendments and will be emphasized in pilot and air traffic controller education.

The commenters are correct in their belief that airport traffic areas and control zones exist for different yet complementary reasons. Both are designed to ensure that simultaneous operations under VFR and IFR near an airport are conducted safely.

The airport traffic area requirements ensure that a pilot and air traffic control establish two-way radio communication in the vicinity of an airport with an operating control tower. With the exception of those areas described in part 93, "Special Air Traffic Rules and Airport Traffic Patterns," an airport traffic area is defined in part 1 of the FAR as "that airspace within a horizontal radius of 5 statute miles from the geographical center of any airport at which a control tower is operating, extending from the surface up to, but not including, an altitude of 3,000 feet above the elevation of the airport." Airport traffic areas are not depicted on aeronautical charts and will cease to exist after September 16, 1993.

A control zone ensures that aircraft arriving at an airport under IFR remain within controlled airspace when an instrument approach procedure could place that aircraft within 1,000 feet above the surface. A control zone also ensures that aircraft departing an airport under IFR remain within controlled airspace between the surface and the base of the adjacent controlled airspace. According to FAR § 71.11, effective until October 14, 1992, a control zone is "normally a circular area with a radius of 5 (statute) miles and any extensions necessary to include instrument approach and departure paths." Control zones are depicted on aeronautical charts by a blue segmented line.

Because 5 statute miles was used as the basis for airport traffic areas and control zones, many of these areas included airspace that is not necessary for air traffic control. For example, under the Terminal Airspace Reconfiguration NPRM, the FAA reviewed each control zone to ensure that the control zones were designed to contain intended terminal operations under IFR. Of the control zones that will become Class D airspace areas, 62 percent are either reduced in lateral dimensions or retain equivalent lateral dimensions. The remaining 38 percent are expanded in lateral dimensions. Of the control zones that will become Class D airspace, only 7 percent increase in lateral dimensions by more than 1 mile; the remaining 31 percent increase by 1 mile or less. The FAA believes that prescribing a standard dimension for Class D airspace areas, which may include airspace not necessary for air traffic control, is a burden to the pilot population. All Class D airspace areas will be depicted on aeronautical charts by a blue segmented line.

In the Airspace Reclassification final rule, the FAA stated it has determined that to meet safety standards, two-way radio communication with air traffic control must be established in Class D airspace areas. Class D airspace will have a ceiling, which, in most cases, will be 2,500 feet above the surface. This is lower than the current ceiling for airport traffic areas or control zones. Pilots operating under VFR who do not desire to establish two-way radio communications with air traffic control may fly above the Class D airspace areas at altitudes lower than those currently permitted to fly above an airport traffic area.

In the Terminal Airspace Reconfiguration NPRM, the FAA proposed that all extensions will be designated as Class E airspace if the control zone has at least one arrival extension that extends more than 2 miles from the airspace necessary for aircraft operating under IFR to depart within controlled airspace. This Class E airspace will extend upward from the surface to the overlying or adjacent controlled airspace. By designating these extension areas as Class E airspace, pilots who operate in the extension areas will not be required to contact the air traffic control facility having jurisdiction in those areas. The FAA also wishes to designate each arrival extension to this control zone as Class E airspace, so that a control zone will not have one arrival extension designated as Class E airspace and another arrival extension designated as Class D airspace. As in any Class E airspace area, the extensions terminate at the adjacent or overlying airspace and will be indicated on visual charts by a magenta segmented line.

The FAA has determined that, in the case of control zones where all extensions are 2 miles or less, the best course is to designate the entire control zone as Class D airspace. Sixty-four control zones adopted in this final rule have all extensions 2 miles or less. If these control zones are revised to designate the airspace necessary for aircraft operating under IFR to depart the airport within controlled airspace as Class D airspace and the airspace in the arrival extension is designated as Class E airspace, the FAA believes that depicting such small areas on aeronautical charts would be confusing and increase chart clutter.

Control Zones for the Primary Airport of a TCA or an ARSA

Reconfiguration of Airspace Areas for the Primary Airport of a TCA

In NPRM Number 92–5, the FAA proposed to revise the control zones for the primary airport of a TCA to become congruent with the associated TCA. In addition, the FAA proposed to modify the control zone for the Seattle-Tacoma International Airport, Washington, a description of which is contained in section 171 of FAA Handbook 7400.7, to be within a 4-mile radius of the Seattle VORTAC. No comments were received on these proposals.

With the exception of an amendment to the Houston, Texas TCA and corrections to geographic positions and editorial revisions, the FAA will adopt the revisions to the following control zones as proposed. Descriptions of control zones are contained in section 171 of FAA Handbook 7400.7. The control zones listed in this document will subsequently be published, as amended, in the Handbook 7400.7—Supplement. On September 16, 1993, the effective date of the Airspace Reclassification final rule, these control zones will no longer exist.

FAA Region: Central

Kansas City, Kansas City International Airport, MO
Saint Louis, Saint Louis International Airport, MO

FAA Region: Eastern

Baltimore, Baltimore Washington International Airport, MD Newark, NJ
New York, John F. Kennedy International Airport and LaGuardia Airport, NY
Philadelphia, PA
Pittsburgh, Pittsburgh International Airport, PA
Chantilly, Washington Dulles International Airport, VA

FAA Region: Great Lakes

Detroit, Detroit Metropolitan Wayne County Airport, MI

FAA Region: New England

Boston, MA

FAA Region: Northwest Mountain

Denver, Stapleton International Airport, CO
Seattle, Seattle-Tacoma International Airport, WA

FAA Region: Southern

Miami, Miami International Airport, FL
Orlando, Orlando International Airport, FL
Tampa, Tampa International Airport, FL
Atlanta, Hartsfield International Airport, GA
Charlotte, NC
Memphis, Memphis International Airport, TN

FAA Region: Southwest

New Orleans, New Orleans International Airport, LA
Dallas, Dallas-Fort Worth International Airport and Dallas Love Field, TX

FAA Region: Western-Pacific

Phoenix, Sky Harbor International Airport, AZ
Los Angeles, Los Angeles International Airport, CA
San Diego, San Diego International/Lindberg Field, CA
Honolulu, Honolulu International Airport, HI

The Houston, Texas TCA has been amended by Airspace Docket Number 90–AWA–12 since the FAA's review of control zones. Therefore, the FAA adopts for this rule the control zone associated with the Houston, Texas TCA to be congruent with lateral and vertical boundaries of the revised Houston, Texas TCA. The FAA also adopts as proposed the control zones listed below, with minor modifications and additional editorial revisions. Because this action does not change the boundaries and configuration of controlled airspace, with respect to the Houston control zone and the following areas the rule is insignificant in nature and impact and inconsequential to the industry and public. Therefore, notice and public procedure under 5 U.S.C. 533(b) are unnecessary.

Revisions to proposed airspace areas by including technical corrections and airspace changes:

FAA Region: Eastern

Washington, National Airport and Andrews Air Force Base, D.C.: The airspace description is revised by replacing the reference to the "Washington VOR" with "Washington VOR/DME."

FAA Region: Great Lakes

Chicago, O'Hare International Airport, IL: The airspace description is revised by replacing references to the "Chicago O'Hare International Airport" with "Chicago-O'Hare International Airport."

Minneapolis, Minneapolis-Saint Paul International Airport, MN: The airspace description is revised by changing the name of "Minneapolis-St. Paul International Airport" to "Minneapolis-St. Paul International (Wold-Chamberlain) Airport."

FAA Region: Northwest

Salt Lake City, UT: The airspace description is revised by replacing "Salt Lake City, UT, International Airport TCA" with "Salt Lake City, UT TCA."

FAA Region: Western-Pacific

San Francisco, San Francisco International Airport, CA: The airspace description is revised by eliminating the proposed airspace area beyond the surface area of the San Francisco, CA TCA.

Las Vegas, McCarren International Airport and Nellis Air Force Base, NV: The airspace description is revised by changing the name of "Henderson Sky Harbor Airport" to "Las Vegas-Henderson Sky Harbor."

Revisions to proposed airspace areas by updating a geographic position:

FAA region	Proposed geographic position	Revised geographic position
Great Lakes		
Name and airport or facility: Cleveland, Cleveland-Hopkins International Airport, OH: Cleveland-Hopkins DME Antenna.	Lat. 41°24'15" N., long., 81°51'44" W.	Lat. 41°24'01" N., long. 81°52'03" W.

Reconfiguration of Airspace Areas for the Primary Airport of an ARSA

In NPRM Number 92–5, the FAA proposed to revise the control zones for the primary airport of an ARSA to become congruent with the associated ARSA. No comments were received on this proposal.

With the exception of the modifications listed below, the FAA will adopt the revisions to the following control zones as proposed. These control zones are contained in section 171 of FAA Handbook 7400.7 and will subsequently be republished, as amended, in the Handbook 7400.7.—Supplement. On September 16, 1993, the effective date of the Airspace Reclassification final rule, these control zones will no longer exist.

FAA Region: Central

Des Moines, IA
Wichita, Mid-Continent Airport, KS
Lincoln, NE
Omaha, Eppley Airfield, NE

FAA Region: Eastern

Atlantic City, Atlantic City International Airport, NJ
Albany, NY
Buffalo, NY
Islip, NY
Rochester, NY
Syracuse, NY
Allentown, PA
Norfolk, Norfolk International Airport, VA
Richmond, VA
Roanoke, VA
Charleston, WV

FAA Region: Great Lakes

Champaign-Urbana, IL
Moline, IL
Peoria, IL
Springfield, IL
Indianapolis, Indianapolis International Airport, IN
South Bend, IN
Flint, MI
Grand Rapids, MI
Lansing, MI
Akron, Akron-Canton Regional Airport, OH
Columbus, Port Columbus International Airport, OH
Green Bay, WI
Madison, WI
Milwaukee, General Mitchell International Airport, WI

FAA Region: New England

Portland, Portland International Jetport, ME
Manchester, NH
Providence, RI
Burlington, VT

FAA Region: Northwest Mountain

Colorado Springs, Colorado Springs Municipal Airport, CO
Oak Harbor, Whidbey Island Naval Station, WA
Spokane, International Airport, WA

FAA Region: Southern

Birmingham, AL
Huntsville, AL
Mobile, Bates Field, AL
Daytona Beach, FL
Fort Myers, Southwest Florida Regional Airport, FL
Jacksonville, Jacksonville International Airport, FL
Milton Naval Air Station Whiting Field, FL
Pensacola Naval Air Station, FL
Pensacola, Pensacola Regional Airport, FL
Sarasota, FL
Tallahassee, FL
Columbus, Metropolitan Airport, GA
Savannah, Savannah International Airport, GA
Covington, Cincinnati-Northern Kentucky International Airport, KY
Lexington, KY
Louisville, Staniford Field, KY
Columbus Air Force Base, MS
Jackson, Jackson International Airport MS
Fayetteville, NC
Fort Bragg, Pope Air Force Base, NC
Raleigh, NC
San Juan, San Juan International Airport, PR
Charleston, SC
Columbia, SC
Greer, SC
Chattanooga, TN
Knoxville, TN
Nashville, TN

FAA Region: Southwest

Baton Rouge, LA
Shreveport, Shreveport Regional Airport, LA
Albuquerque, NM
Tulsa, Tulsa International Airport, OK
Abilene, Dyess Air Force Base, TX
Amarillo, TX
Austin, Robert Mueller Municipal Airport, TX
Corpus Christi, Corpus Christi International Airport, TX
Del Rio, Laughlin Air Force Base, TX
Lubbock, Lubbock International Airport, TX
San Antonio, San Antonio International Airport, TX

FAA Region: Western-Pacific

Tucson, Tucson International Airport, AZ
El Toro, CA
Marysville, Beale Air Force Base, CA
Monterey, CA
Oakland, CA
Ontario, CA
Riverside, March Air Force Base, CA
Sacramento, Mather Air Force Base, CA
Sacramento, McClellan Air Force Base, CA
Sacramento, Metropolitan Airport, CA
San Jose, San Jose International Airport, CA
Santa Ana, John Wayne Airport/Orange County, CA
Santa Barbara, CA
Kahului, HI
Reno, Cannon International Airport, NV

The Houston, William P. Hobby Airport, Texas ARSA has been revoked by Airspace Docket Number 90–AWA–12 since FAA's review of control zones. Therefore, the FAA will not adopt the proposal to revise the control zone associated with the Houston, William P. Hobby Airport, Texas ARSA to be congruent with lateral and vertical boundaries of the Houston, William P. Hobby Airport, Texas ARSA.

The FAA adopts as proposed the control zones listed below, with minor modifications and technical corrections.

Revisions to proposed airspace areas by including technical corrections and airspace changes:

FAA Region: Alaskan

Anchorage, Anchorage International Airport, AK: The airspace description is revised by replacing the references to the "Anchorage VOR" with the "Anchorage VOR/DME."

FAA Region: Central

Cedar Rapids, IA: The airspace description is revised by deleting the reference to the Cedar Rapids VORTAC. This navigation aid does not appear in the airspace description.

FAA Region: Great Lakes

Evansville, IN: The airspace description is revised by adding the geographic positions for the Pocket City VORTAC and Skylane Airport, IN, and including editorial revisions for the area to be congruent with the surface area of the Evansville, IN ARSA.

Fort Wayne, IN: The airspace description is revised by changing the name of "Fort Wayne Municipal Airport, Baer Field" with "Fort Wayne International Airport."

Dayton, James M. Cox-Dayton International Airport, OH: The airspace description is revised by changing the name of "James M. Cox-Dayton International Airport" to "James M. Cox Dayton International Airport."

FAA Region: New England

Windsor Locks, Bradley International Airport, CT: The airspace description is revised by replacing all references to "Skylark Airport" with "Skylark Airpark."

FAA Region: Northwest Mountain

Spokane, Fairchild Air Force Base, WA: The airspace description is revised by clarifying the description of the arrival extension for Spokane International Airport and the boundary with the control zone for Spokane International Airport.

FAA Region: Southern

Greensboro, NC: The airspace description is revised by changing the name of "Greensboro/Piedmont Triad International Airport" with "Piedmont International Airport."

FAA Region: Southwest

Little Rock, Adams Field, AR: The airspace description is revised by replacing the references to "Adams Field" with "Little Rock, Adams Field."

Oklahoma City, Will Rogers World Airport, OK: The airspace description is revised by adding an exclusion for the Downtown Airpark.

Oklahoma City, Tinker Air Force Base, OK: The airspace description is revised by clarifying the portion of the area excluded.

Abilene, Abilene Regional Airport, TX: The airspace description is revised by including an exclusion for the area to be congruent with the surface area of the Abilene, TX ARSA. The airspace description is revised by replacing all references to the "Tuscola VOR" with the "Tuscola VOR/DME" and replacing all references to the "Abilene ILS Localizer" with the "Abilene Regional Localizer."

Harlingen, TX: The airspace description is revised by including an exclusion for the area to be congruent with the surface area of the Harlingen, TX ARSA. The airspace description is revised by replacing all references to the "Harlingen VOR" with the "Harlingen VOR/DME."

FAA Region: Western-Pacific

Burbank-Glendale-Pasadena, CA: The airspace description is revised by replacing the area excluded from the control zone for Whiteman Airpark from 1.75 miles to 1.8 miles.

Fresno, CA: The airspace description is revised to make it congruent with the Fresno, CA ARSA.

Merced, Castle Air Force Base, CA: The airspace description is revised by changing the name of "Atwater Airport" to "Atwater Municipal Airport."

San Bernardino, Norton Air Force Base, CA: The airspace description is revised to make it congruent with the San Bernadino, CA ARSA.

Revisions to proposed airspace areas by updating a geographic position:

FAA Region	Proposed geographic position	Revised geographic position
Central		
Name and airport or facility:		
Offutt Air Force Base, NE:		
Offutt Air Force Base.	Lat. 41°07'06" N., Long. 95°54'42" W.	Lat. 41°07'06" N., Long. 95°54'44" W.
Great Lakes		
Chicago, Midway Airport, IL:		
Chicago Midway Airport.	Lat. 41°47'09" N., Long. 87°45'07" W.	Lat. 41°47'10" N., Long. 87°45'08" W.
Toledo, OH:		
Toledo Express Airport.	Lat. 41°35'15" N., Long. 83°48'19" W.	Lat. 41°35'12" N., Long. 83°48'28" W.
Northwest Mountain		
Boise, ID:		
Boise VOR:TAC.	Lat. 43°33'11" N., Long. 116°11'29" W.	Lat. 43°33'11" N., Long. 116°11'28" W.
Portland, OR:		
Portland International Airport.	Lat. 45°36'20" N., Long. 122°35'47" W.	Lat. 45°35'20" N., Long. 122°35'47" W.
Evergreen Airport.	Lat. 45°37'20" N., Long. 122°31'15" W.	Lat. 45°37'20" N., Long. 122°31'41" W.
OM	Lat. 45°37'28" N., Long. 122°41'43" W.	Lat. 45°37'25" N., Long. 122°41'44" W.
Spokane, Fairchild Air Force Base, WA:		
Spokane Fairchild Air Force Base.	Lat. 47°36'55" N., Long. 117°39'17" W.	Lat. 47°36'54" N., Long. 117°39'25" W.
Southern		
Fort Lauderdale, Fort Lauderdale-Hollywood International Airport, FL:		
Lauderdale VOR/DME.	Lat. 26°04'19" N., Long. 80°09'13" W.	Lat. 26°04'28" N., Long. 80°09'10" W.
Palm Beach, FL:		
Palm Beach County Park Airport.	Lat. 26°35'36" N., Long. 80°05'09" W.	Lat. 26°35'33" N., Long. 80°05'08" W.
Southwest		
Little Rock, Adams Field, AR:		
Adams Field.	Lat. 34°43'48" N., Long. 92°13'27" W.	Lat. 34°43'44" N., Long. 92°13'27" W.
Shreveport, Barksdale Air Force Base, LA:		
Barksdale Air Force Base.	Lat. 32°30'00" N., Long. 93°40'00" W.	Lat. 32°30'06" N., Long. 93°39'45" W.
El Paso, TX:		
Biggs Army Air Field.	Lat. 31°51'00" N., Long. 106°23'00" W.	Lat. 31°50'58" N., Long. 106°22'46" W.
Midland, TX:		
Midland International Airport.	Lat. 31°56'33" N., Long. 102°12'06" W.	Lat. 31°56'33" N., Long. 102°12'05" W.

FAA Region	Proposed geographic position	Revised geographic position
Western-Pacific		
Tucson, Davis-Monthan Air Force Base, AZ:		
Davis Monthan TACAN.	Lat. 32°09'36" N., Long. 110°52'48" W.	Lat. 32°09'36" N., Long. 110°52'49" W.
Merced, Castle Air Force Base, CA:		
Castle Air Force Base TACAN.	Lat. 37°23'42" N., Long. 120°34'36" W.	Lat. 37°23'40" N., Long. 120°34'36" W.
San Bernardino, CA:		
Norton Air Force Base.	Lat. 34°05'43" N., Long. 117°14'02" W.	Lat. 34°05'43" N., Long. 117°14'12" W.

Extensions of Airspace Areas

In NPRM Number 92–5, the FAA proposed: (1) To revise certain control zones for airports associated with a TCA or an ARSA to include an area that extends upward from the surface beyond the surface area of the TCA or ARSA; (2) to amend subpart E of FAA Order 7400.9, effective September 16, 1993, by establishing those areas that extend beyond the surface area of the TCAs or ARSAs as separate Class E airspace areas; and (3) to amend subpart D of FAA Order 7400.9, effective September 16, 1993, by establishing the area that extends beyond the surface area of the El Paso, Texas ARSA, and the portion of the Seattle, Washington control zone that extends beyond the surface area of the Seattle, Washington TCA as separate Class D airspace areas. No comments were received on these proposals.

The FAA has decided not to adopt the proposal to establish an extension to the San Francisco, California TCA. With the exception of the modifications made to the corresponding control zones, the FAA will adopt: (1) The revisions to the following control zones in section 171 of FAA Handbook 7400.7 as proposed; (2) the amendment to subpart E of FAA Order 7400.9, effective September 16, 1993, to establish certain Class E airspace areas; and (3) the amendment to Subpart D of FAA Order 7400.9, effective September 16, 1993, to establish certain Class D airspace areas.

FAA Region: Alaskan

Anchorage, Anchorage International Airport, AK

FAA Region: Eastern

Atlantic City, Atlantic City International Airport, NJ

FAA Region: Great Lakes

Champaign-Urbana, IL
Fort Wayne, IN
Toledo, OH
Madison, WI

FAA Region: New England

Windsor Locks, Bradley International Airport, CT
Providence, RI
Burlington, VT

FAA Region: Northwest Mountain

Colorado Springs, Colorado Springs Municipal Airport, CO
Boise, ID
Portland, Portland International Airport, OR
Seattle, WA
Spokane, Fairchild Air Force Base, WA

FAA Region: Southern

Birmingham, AL
Huntsville, AL
Fort Lauderdale, FL
Palm Beach, FL
Sarasota, FL
Tallahassee, FL
Fayetteville, NC
Greensboro, NC
Raleigh, NC
Nashville, TN

FAA Region: Southwest

Little Rock, Adams Field, AR
Baton Rouge, LA
Albuquerque, NM
Abilene, Abilene Regional Airport, TX
Abilene, Dyess Air Force Base, TX
Corpus Christi, Corpus Christi International Airport, TX
Del Rio, Laughlin Air Force Base, TX
El Paso, TX
Harlingen, TX
San Antonio, San Antonio International Airport, TX

FAA Region: Western-Pacific

Tucson, Davis-Monthan Air Force Base, AZ
Tucson, Tucson International Airport, AZ
Burbank-Glendale-Pasadena, CA
Fresno, CA
Marysville, Beale Air Force Base, CA
Merced, Castle Air Force Base, CA
Monterey, CA
Ontario, CA
Riverside, March Air Force Base, CA
Sacramento, Mather Air Force Base, CA
Sacramento, Metropolitan Airport, CA
San Bernadino, Norton Air Force Base, CA
San Diego, San Diego International/ Lindberg Field and Miramar Naval Air Station, CA
San Jose, San Jose International Airport, CA
Santa Barbara, CA
Honolulu, Honolulu International Airport, HI
Kahului, HI
Reno, Cannon International Airport, NV

Control Zones for Airports With Operating Control Towers That are not the Primary Airport Within a TCA or an ARSA

The FAA proposed in NPRM Number 92–5 to modify the control zones for airports with operating control towers that are not the primary airport within a TCA or an ARSA. These proposed modifications included: (1) Converting the lateral unit of measurement from statute miles to nautical miles; (2) redesignating the control zones to contain intended operations under IFR; (3) redesignating the ceiling to extend upward from the surface of the earth to a specified altitude; (4) excluding satellite airports to the extent practicable and consistent with instrument procedures and safety; (5) replacing departure extensions with transition areas; and (6) designating each arrival extension for aircraft operating under IFR as Class E airspace, if at least one extension is more than 2 miles from the airspace necessary for aircraft operating under IFR to depart within controlled airspace.

As stated in the Airspace Reclassification final rule and NPRM Number 92–5, the FAA will observe a policy to exclude satellite airports without an operating control tower from the control zones to the extent practicable and consistent with instrument procedures and safety. NPRM Number 92–5 proposed to exclude 15 satellite airports from 14 control zones. During the further review of control zones, the FAA has discovered two control zones that encompass satellite airports. The FAA has determined to exclude Derby, Hamilton Field, Kansas from the control zone for Wichita, McConnell Air Force Base, Kansas, and to exclude Falmouth Airpark, Massachusetts, from the control zone for Falmouth, Massachusetts. The FAA believes that the exclusion of these satellite airports from control zones is consistent with FAA policy and invites the public to provide supplementary comment on the exclusions.

Except as discussed below, the FAA will adopt as proposed the revisions to the following control zones for airports with operating control towers that are not the primary airport of a TCA or an ARSA, and corresponding Class D airspace areas, as proposed. The FAA will amend those control zones in section 171 of FAA Handbook 7400.7 and the corresponding Class D airspace areas found in Subpart D of FAA Order 7400.9, which is effective September 16, 1993.

FAA Region: Alaskan

Anchorage, Elmendorf Air Force Base, AK
Anchorage, Lake Hood, AK
Anchorage, Merrill Field, AK
Fairbanks, Eielson Air Force Base, AK
Fairbanks, Fairbanks International Airport, AK
King Salmon, AK

FAA Region: Central

Dubuque, IA
Sioux City, IA
Waterloo, IA
Hutchinson, KS
Manhattan, KS
Olathe, Johnson County Industrial Airport, KS
Salina, KS
Topeka, Forbes Airfield, KS
Cape Girardeau, MO
Columbia, MO
Kansas City, Downtown Airport, MO
Kansas City, Richards-Gebaur Airport, MO
Knob Noster, Whiteman, MO
Saint Joseph, MO
Saint Louis, Spirit of Saint Louis Airport, MO
Springfield, MO
Grand Island, NE

FAA Region: Eastern

Wilmington, DE
Baltimore, Glenn Martin Airport, MD
Hagerstown, MD
Caldwell, NJ
Morristown, NJ
Teterboro, NJ
Trenton, NJ
Wrightstown, McGuire Air Force Base, NJ
Elmira, NY
Farmingdale, NY
Ithaca, NY
Newburgh, NY
Niagara Falls, NY
Poughkeepsie, NY
Utica, NY
Wheeler Sack, NY
White Plains, NY
Harrisburg, Capital City Airport, PA
Harrisburg, International Airport, PA
Lancaster, PA
Latrobe, PA
North Philadelphia, PA
Pittsburg, Allegheny Airport, PA
Reading, PA
Wilkes-Barre, PA
Williamsport, PA
Willow Grove, PA
Charlottesville, VA
Chincoteague, VA
Fort Belvoir, VA
Fort Eustis, VA
Lynchburg, VA
Newport News, VA
Norfolk, Naval Air Station, VA
Oceana, Naval Air Station, VA
Clarksburg, WV
Lewisburg, WV
Martinsburg, WV
Morgantown, WV
Wheeling, WV

FAA Region: Great Lakes

Bloomington, IL
Carbondale, IL
Chicago, Merrill C. Meigs Field, IL
Chicago, Waukegan Regional Airport, IL
Decatur, IL
Quincy, IL
Anderson, IN
Bloomington, IN
Columbus, IN
Elkhart, IN
Gary, IN
Grissom Air Force Base, IN
Lafayette, Purdue University Airport, IN
Terre Haute, IN
Alpena, MI
Battle Creek, W.K. Kellogg Airport, MI
Detroit, Detroit City Airport, MI
Detroit, Willow Run Airport, MI
Pontiac, MI
Saginaw, Tri-City Airport, MI
Traverse City, MI
Duluth, Duluth International Airport, MN
Minneapolis, Crystal Airport, MN
Minneapolis, Flying Cloud Airport, MN
Rochester, MN
Bismarck, ND
Fargo, ND
Grand Forks, Grand Forks International Airport, ND
Columbus, Bolton Field Airport, OH
Columbus, Ohio State University, OH
Columbus, Rickenbacker Airport, OH
Springfield, OH
Youngstown, Youngstown Municipal Airport, OH
Sault Sainte Marie, ON
Rapid City, Regional Airport, SD
Sioux Falls, SD
Appleton, WI
Janesville, WI
LaCrosse, WI
Milwaukee, Lawrence J. Timmerman Field, WI
Oshkosh, WI
Waukesha, WI

FAA Region: New England

Bridgeport, CT
Danbury, CT
New Haven, CT
Bangor, ME
Bedford, MA
Chicopee Falls, MA
Lawrence, MA
Martha's Vineyard, MA
Nantucket, MA
New Bedford, MA
Norwood, MA
Westfield, MA
Worcester, MA
Lebanon, NH

FAA Region: Northwest Mountain

Aspen, CO
Broomfield, CO
Fort Carson, CO
Grand Junction, CO
Pueblo, CO
Coeur d'Alene, ID
Idaho Falls, ID
Lewiston, ID
Pocatello, ID
Twin Falls, ID
Billings, MT
Great Falls, International Airport, MT
Helena, MT
Missoula, MT
Klamath Falls, OR
Medford, OR
Pendleton, OR
Portland, Hillsboro, OR
Portland, Troutdale, OR
Salem, OR
Bellingham, WA
Fort Lewis, WA
Moses Lake, WA
Olympia, WA
Pasco, WA
Tacoma, Narrows Airport, WA
Walla Walla, WA
Casper, WY
Cheyenne, WY
Gillette, WY

FAA Region: Southern

Dothan, AL
Troy, AL
Tuscaloosa, AL
Bartow, FL
Fort Lauderdale, Executive Airport, FL
Fort Myers, Page Field, FL
Fort Pierce, FL
Gainesville, FL
Hollywood, FL
Jacksonville, Naval Air Station-Cecil Field, FL
Key West, FL
Lakeland FL
Melbourne, FL
Miami, Opa Locka Airport, FL
Naples, FL
Orlando, Orlando Executive Airport, FL
Panama City, FL
Saint Petersburg, Albert-Whitted Airport, FL

Saint Petersburg, Saint Petersburg-Clearwater International Airport, FL
Titusville, FL
Tyndall Air Force Base, FL
Vero Beach, FL
White House Navy Outlying Field, FL
Albany, Southwest Georgia Regional Airport, GA
Atlanta, Dekalb Peachtree Airport, GA
Atlanta, Dobbins Air Force Base, GA
Augusta, GA
Columbus, Lawson Army Air Field, GA
Fort Stewart, GA
Macon, GA
Valdosta, Regional Airport, GA
Louisville, Bowman Field, KY
Owensboro, KY
Paducah, Barkley Regional Airport, KY
Columbus, Golden Triangle Airport, MS
Greenville, MS
Gulfport, MS
Meridian, Key Field, MS
Asheville, NC
Elizabeth City, NC
Kinston, NC
Wilmington, NC
Winston-Salem, NC
Florence, SC
Myrtle Beach Air Force Base, SC
North Myrtle Beach, SC
Smyrna, TN
Tri-City, TN
Charlotte Amalie, Cyril E. King Airport, VI
Christiansted-St. Croix, VI

FAA Region: Southwest

Blytheville, AR
Fayetteville, AR
Fort Smith, AR
Springdale, AR
Texarkana, AR
Alexandria, Esler Regional Airport, LA
Fort Polk, LA
Houma, LA
Lake Charles, Chennault Industrial Airpark, LA
Lake Charles, Lake Charles Regional Airport, LA
Monroe, LA
New Iberia, LA
New Orleans, Lakefront Airport, LA
Clovis, NM
Farmington, NM
Roswell, NM
Santa Fe, NM
Ardmore, OK
Oklahoma City, Wiley Post Airport, OK
Tulsa, Richard Lloyd Jones, Jr. Airport, OK
Beaumont, TX
Brownsville, TX
College Station, TX
Dallas, Addison Airport, TX
Fort Worth, Alliance Airport, TX
Greenville, TX
Houston, David Wayne Hooks Memorial Airport, TX
Houston, Ellington Air Force Base, TX
Laredo, TX
Longview, TX
San Angelo, TX
San Antonio, Stinson Municipal Airport, TX
Tyler, TX
Waco, TX

FAA Region: Western-Pacific

Chandler, AZ
Flagstaff, AZ
Fort Huachua, AZ
Glendale, AZ
Grand Canyon, AZ
Phoenix, Deer Valley Municipal Airport, AZ
Phoenix, Goodyear Municipal Airport, AZ
Scottsdale, AZ
Yuma, AZ
Bakersfield, CA
Camarillo, CA
Carlsbad, McClellan-Palomar, CA
Chico, CA
Chino, CA
El Monte, CA
Fairfield, Travis Air Force Base, CA
Fort Ord, Fritzsche Army Air Field, CA
Fullerton, CA
Hayward, CA
La Verne, CA
Lancaster, CA
LeMoore Naval Air Station, CA
Livermore, CA
Long Beach, CA
Los Angeles, Hawthorne Municipal Airport, CA
Modesto City, CA
Napa, CA
Palm Springs, CA
Palmdale, CA
Palo Alto, CA
San Carlos, CA
San Diego, Montgomery Field, CA
San Luis Obispo, CA
Santa Maria, CA
Santa Monica, CA
Santa Rosa, CA
South Lake Tahoe, CA
Torrance, CA
Van Nuys, CA
Barbers Point Naval Air Station, HI
Hilo International Airport, General Lyman Field, HI
Honolulu, Wheeler Air Force Base, HI
Kailua-Kona, HI
Molokai, HI
Kwajalein Island, MQ

The airspace areas listed below have been amended by separate rulemaking since the review of control zones by the FAA regions and these amendments were not proposed in NPRM Number 92–5. Because this action does not change the boundaries and configuration of any of these areas, with respect to these areas it is insignificant in nature and impact and inconsequential to the industry and public. Therefore, notice and public procedure under 5 U.S.C. 533(b) are unnecessary.

FAA Region: Eastern

Rome, NY: The airspace description is revised according to Airspace Docket Number 91–AEA–21.

Johnstown, PA: The airspace description is revised according to Airspace Docket Number 91–AEA–18.

Manassas, VA: The airspace description for this area, which was established by Airspace Docket Number 91–AEA–01, is added to this final rule.

FAA Region: New England

Stratford, CT: The airspace description is revised according to Airspace Docket Number 91–ANE–31.

FAA Region: Great Lakes

Chicago, DuPage Airport, IL: The airspace description for this area is revised according to Airspace Docket Number 91–AGL–14.

FAA Region: Northwest Mountain

Renton, WA: The airspace description is revised according to Airspace Docket Number 91–ANM–07.

FAA Region: Western-Pacific

Stockton, CA: The airspace description is revised according to Airspace Docket Number 91–AWP–1.

Kaneohe Marine Corps Air Station, HI: The airspace description is revised according to Airspace Docket Number 92–AWP–5.

Revisions to proposed airspace areas by including technical corrections and airspace changes:

FAA Region: Alaskan

Anchorage, Bryant Army Heliport, AK: The airspace description is revised to include editorial modifications that are necessary to a revision to a geographic position.

Fairbanks, Fort Wainwright Army Air Field, AK: The airspace description is revised by replacing "Wainwright AAF Airport" with "Wainwright AAF" and other editorial modifications.

Galena, AK: The airspace description is revised by renaming the title of the area from "Galena Airport, AK" to "Galena, AK."

Juneau, AK: The airspace description is revised by ensuring the ceiling is at 2,500 feet MSL, which is the equivalent of 2,500 feet above the surface, and including editorial modifications.

Kenai, AK: The airspace description is revised by replacing references to the "Kenai VOR" with the "Kenai VOR/DME" and by including editorial modifications.

Ketchikan, AK: The airspace description is revised by changing the name of the "Ketchikan Airport" as the "Ketchikan International Airport;" by replacing references to the "Ketchikan LOC" with the "Ketchikan Localizer;" and by including editorial modifications.

Kodiak, AK: The airspace description is revised by including editorial modifications.

Shemya, AK: The airspace description is revised for clarity.

FAA Region: Central

Fort Leavenworth, KS: The airspace description is revised by changing the name of "Sherman Army Airfield" to "Sherman Army Air Field."

Fort Riley, KS: The airspace description is revised by changing the name of "Marshall Army Airfield" to "Marshall Army Air Field."

Topeka, Phillip Billard Airport, KS: The airspace description is revised by replacing the name of the name of the Phillip Billard Airport" to the "Phillip Billard Municipal Airport."

Wichita, McConnell Air Force Base, KS: The airspace description is revised by adding an exclusion for Derby, Hamilton Field, KS. This airport does not have an operating control tower.

Jefferson City, MO: The airspace description is revised by changing the title of the area from "Jefferson, MO," to "Jefferson City, MO."

FAA Region: Eastern

Aberdeen, MD: The airspace description is revised by eliminating the arrival extension based on the 033° radial from the Phillips VOR and by including editorial modifications.

Lakehurst, NJ: The airspace description is revised by changing the name of "Lakehurst Naval Air Experimental Center Airport" with the "Lakehurst Naval Air Experimental Center Airport/Maxfield Field."

Westhampton Beach, NY: The airspace description is revised by changing the airport name from "Suffolk County Airport" to "Francis S. Gabreski Airport."

Schenectady, NY: The airspace description is revised by adding a ceiling of 2,900 feet mean sea level (MSL), which is the equivalent of 2,500 feet above the surface. The area will become Class D airspace on September 16, 1993, not Class E airspace as identified in NPRM No. 92–5.

Huntington, WV: The airspace description is revised by changing the name of the "Tri State/Milton J. Ferguson Field Airport" with the "Tri State/Milton J Ferguson Field Airport."

Parkersburg, WV: The airspace description is revised by changing the name of the "Wood County (Gill Robb Wilson Field) Airport" to the "Wood County Airport-Gill Robb Wilson Field."

FAA Region: Great Lakes

Alton, IL: The airspace description is revised by adding the provision for the control zone to operate part-time.

Belleville, IL: The airspace description is revised by changing the name of the "Scott AFB TACAN" as the "Scott TACAN."

Cahokia, IL: The airspace description is revised by including editorial modifications.

Chicago, Aurora Municipal Airport, IL: The airspace description is revised by replacing references to the "DuPage VOR" with the "DuPage VOR/DME."

Chicago, DuPage Airport, IL: The airspace description is revised by replacing references to the "DuPage VOR" with the "DuPage VOR/DME."

Glenview, IL: The airspace description is revised by replacing all references to the "Northbrook VOR" with the "Northbrook VORTAC;" all references to "Chicago O'Hare International Airport" with "Chicago-O'Hare International Airport;" and all references to "O'Hare VORTAC" with "Chicago-O'Hare VOR/DME."

Rockford, IL: The airspace description is revised by adding the geographic positions of the Greater Rockford ILS Localizer and the Gilmy LOM.

Jackson, MI: The airspace description is revised by adding the geographic position of the Jackson VOR/DME and including editorial revisions.

Kalamazoo, Battle Creek International Airport, MI: The airspace description is revised by replacing "Austin LOM" with "Austn LOM" and by clarifying that the extension to the southeast of an airport extends to the Austn LOM.

Muskegon, MI: The airspace description is revised by moving the proposed arrival extension from west of the Muskegon County Airport to east of the Muskegon County Airport, which is the location of the existing arrival extension.

Oscada, MI: This airspace description was placed in Docket Number 26852, but was mistakenly omitted from NPRM Number 92–5. The area is adopted as proposed with a ceiling at 3,100 feet MSL, which is the equivalent of 2,500 feet above the surface, and the current radius is expanded by less than 1 mile.

Cincinnati, Municipal-Luken Field Airport, OH: The airspace description is revised by replacing the reference to the "Greater Cincinnati International Airport" with the "Cincinnati/Northern Kentucky International Airport." The airspace description is revised by changing the name of "Cincinnati Municipal-Lunken Field Airport" to "Cincinnati Municipal Airport-Lunken Field."

Cleveland, Burke-Lakefront, OH: The airspace description is revised by changing the name of "Burke-Lakefront" to "Burke Lakefront" and by adding the geographic positions for the Tabey LOM and the Burke Lakefront ILS Localizer.

Cleveland, Cuyahoga County Airport, OH: The airspace description is revised by replacing the reference to the Willoughby, Lost Nation Airport, OH Control Zone, to the Willoughby, OH Control Zone and by deleting the proposed exclusion of the Cleveland, Burke Lakefront, OH control zone.

Mansfield, OH: The airspace description is revised by changing the name of "Mansfield-Lahm Airport" to "Mansfield Lahm Airport."

Willoughby, OH: The airspace description is revised by excluding the Cleveland, Cuyahoga County Airport, OH Control Zone.

FAA Region: New England

Groton, CT: The airspace description is revised by eliminating the unnecessary reference to the Trumbull VOR. The airspace description is revised by replacing all references to "Elizabeth Airport" with "Elizabeth Field."

Hartford, CT: The airspace description is revised excluding that airspace in the Bradley International Airport, Windsor Locks, CT ARSA.

Stratford, CT: The airspace description is revised by replacing the reference to the "Igor I. Sikorsky Memorial Airport, CT Control Zone" with the "Bridgeport, CT Control Zone."

Brunswick, ME: The airspace description is revised by replacing all references to the "Brunswick Naval Air Station" with the "Brunswick NAS" and by replacing all references to the "Brunswick VOR" with the "Brunswick VORTAC."

Beverly, MA: The airspace description is revised by replacing all references to "Lawrence VOR" with "Lawrence VOR/DME."

Falmouth, MA: The airspace description is revised by updating the airport from the "Otis Air Force Base" to the "Otis Air National Guard Base." It is also revised to exclude that airspace within 1 mile of Falmouth Airpark, MA, which does not have an operating control tower.

Fort Devens, MA: The airspace description is revised by replacing the arrival extension based on the 307° bearing of the Moore Army Air Field with an arrival extension based on the

310° bearing of the Moore Army Air Field.

Hyannis, MA: The airspace description is revised by updating the airport name from the "Hyannis, Barnstable Municipal Airport" to the "Hyannis, Barnstable Municipal Airport-Boardman/Polando Field."

South Weymouth, MA: The airspace description is revised by clarifying that the arrival extension based on the 162° bearing from the South Weymouth Naval Air Station extends southeast, not southwest.

Nashua, NH: The airspace description is revised by clarifying the description of the arrival extensions and replacing the reference to the "Manchester/Grenier County Industrial Airpark, NH Control Zone" with the "Manchester, NH Control Zone."

Portsmouth, NH: The airspace description is revised by replacing the name of an airport from "Pease Air National Guard Base" to "Pease International Tradeport."

North Kingston, RI: The airspace description is revised by correcting the ceiling to be 2,500 feet MSL and eliminating the arrival extensions on the 354° and 325° bearing from the Quonset State Airport.

FAA Region: Northwest Mountain

Abottsford, BC: The airspace description is not revised. The area was mistakenly identified in NPRM No. 92–5. The area was proposed and is adopted with a ceiling of 3,000 feet MSL, which is the same ceiling as the adjoining airspace that overlies Canada. This is more than 2,500 feet above the surface.

Aurora, CO: A separate airspace area is established for this airport, which is currently included in the control zone for Denver International Airport, CO.

Colorado Springs, United States Air Force Academy, CO: The airspace description is revised by excluding that airspace in the Colorado Springs, CO ARSA.

Denver, Centennial Airport, CO: The airspace description is revised by excluding the airspace in the Denver, CO TCA.

Eugene, OR: The airspace description is revised by changing the name of "Mahlon Sweet Field" to "Mahlon Sweet Field Airport."

Renton, WA: The airspace description is revised by replacing references to geographic positions with distances from the Renton Municipal Airport and the Seattle VORTAC.

Seattle, Boeing Field, King County International Airport, WA: The airspace description is revised by replacing the references to geographic positions with distances from the Boeing Field/King County International Airport, Nolla NDB, Renton Municipal Airport, and the Seattle VORTAC.

Spokane, Felts Field, WA: The airspace description is revised to delete the proposed extension area west of Felts Field.

Yakima, WA: The airspace description is revised by changing the name of "Yakima Municipal Airport" to "Yakima Air Terminal."

FAA Region: Southern

Huntsville, Redstone Army Air Field, AL: A separate airspace area is established for this airport, which is currently included in the control zone for Huntsville International-Carl T. Jones Field, AL.

Mobile, Downtown Airport, AL: The airspace description is revised by replacing the name "Brookley Airport" with "Downtown Airport" and adding a ceiling of 2,500 feet MSL, which is the equivalent of 2,500 feet above the surface. The area was misidentified in NPRM Number 92–5 and will become Class D airspace on September 16, 1993, not Class E airspace as identified in NPRM No. 92–5.

Jacksonville Naval Air Station, FL: The airspace description is revised by adding the geographic position for Cecil Field NAS.

Jupiter, FL: The airspace description is revised by changing the name of "Gwinn Airport" to "William P Gwinn Airport."

MacDill Air Force Base, FL: The airspace description is revised by changing the name of "St. Petersburg Albert-Whitted Airport" to "Albert-Whitted Airport."

Mayport, FL: The airspace description is revised by replacing all references to the "Mayport TACAN" with the "Mayport (Navy) TACAN."

Miami, Tamiami Airport, FL: The airspace description is revised by adding an exclusion from the Miami, FL TCA.

Greenwood, MS: The airspace description is revised by adding a ceiling of 2,700 feet MSL, which is the equivalent of 2,500 feet above the surface. The area will become Class D airspace on September 16, 1993, not Class E airspace as identified in NPRM No. 92–5.

Jackson, Hawkins Field, MS: The airspace description is revised by clarifying the exclusion from the Jackson, MS ARSA.

Meridian Naval Air Station, MS: The airspace description is revised by changing the name of "NAS Meridian" to "Meridian NAS, McCain Field."

Bogue, NC: The airspace description is revised by changing the name of "Bogue MCALF" with "Bogue Field MCALF."

Simmons Army Air Field, NC: The airspace description is revised to ensure the area meets adjoining controlled airspace.

Roosevelt Roads, PR: The airspace description is revised by changing the name of "Roosevelt Roads NS" to "Roosevelt Roads NS (Ofstie Field)."

San Juan, Isla Grande Airport, PR: The airspace description is revised by changing the airport name from "Isla Grande Airport" to "Fernando Luis Ribas Dominicci Airport."

Beaufort, SC: The airspace description is revised by changing the name of "Beaufort MCAS" to "Beaufort MCAS/Merritt Field."

Eastover, McEntire Air National Guard Base, SC: The airspace description is revised by adding a ceiling of 2,800 feet MSL, which is the equivalent of 2,500 feet above the surface. The area will become Class D airspace on September 16, 1993, not Class E airspace as identified in NPRM No. 92–5.

Greenville, SC: The airspace description is revised by clarifying that the area excludes the airspace within the Greer, SC ARSA.

North, SC: The airspace description is revised by changing the name of "North AFAF" to "North AF Aux."

FAA Region: Southwest

Little Rock, Air Force Base, AR: This airspace description was placed in Docket Number 26852, but was mistakenly omitted from NPRM Number 92–5. The area is adopted as proposed with a ceiling at 2,800 feet MSL, which is the equivalent of 2,500 feet above the surface, and the current radius is reduced by more than 1 mile and less than 2 miles.

New Orleans, Naval Air Station, LA: The airspace description is revised by adding an exclusion from the New Orleans, LA TCA.

Shreveport, Downtown Airport, LA: The airspace description is revised by clarifying that the area excludes the airspace in Shreveport, Regional Airport, LA ARSA and the Barksdale Air Force Base, LA ARSA. The airspace description is revised to lower the ceiling to 1,600 feet MSL so it does not overlap the overlying Shreveport, Barksdale Air Force Base, LA ARSA.

Alamogordo, NM: The airspace description is revised by replacing the proposed arrival extension to the southeast of Holloman Air Force Base with an arrival extension that is northwest of the airport.

Hobbs, NM: The airspace description is revised by changing the name of "Lea

County Airport" to "Lea County (Hobbs) Airport."

Clinton, OK: The airspace description is revised by adding a ceiling of 4,400 feet MSL, which is the equivalent of 2,500 feet above the surface. The area will become Class D airspace on September 16, 1993, not Class E airspace as identified in NPRM No. 92–5.

Enid, Vance Air Force Base, OK: The airspace description is revised by replacing the references to the "Woodring VOR" with the "Woodring VOR/DME."

Enid, Woodring Municipal Airport, OK: The airspace description is revised by replacing all references to the "Woodring VOR" to the "Woodring VOR/DME."

Lawton, OK: The airspace description is revised by replacing references to the Lawton VOR with the Lawton VOR/DME and replacing references to the Trail RBN with the Trail NDB.

Norman, OK: The airspace description is revised by adding a ceiling of 3,700 feet MSL, which is the equivalent of 2,500 feet above the surface. The area will become Class D airspace on September 16, 1993, not Class E airspace as identified in NPRM No. 92–5.

Austin, Bergstrom Air Force Base, TX: The airspace description is revised by replacing the references to the Bergstrom VORTAC with the Bergstrom TACAN.

Corpus Christi, Naval Air Station, TX: The airspace description is revised by eliminating the proposed arrival extensions based on the 154° bearing from Navy Corpus RBN and the 158° radial from the Truax VORTAC. It is also revised by replacing references to the "Navy Corpus VORTAC" with the "Truax VORTAC;" deleting references to the Navy Corpus RBN and the Corpus Christi VORTAC; and replacing reference to "Corpus Christi, TX ARSA" with "Corpus Christi International, TX ARSA."

Dallas, Naval Air Station, TX: The airspace description is revised by including modifications made to the Dallas, TX TCA.

Dallas, Redbird Airport, TX: The airspace description is revised by including modifications made to the Dallas, TX TCA.

Fort Worth, Carswell Air Force Base, TX: The airspace description is revised by replacing references to the "Carswell ILS localizer" with references to the "Carswell ILS North localizer;" adding the Carswell ILS South localizer; and replacing references to the "Carswell VORTAC" with the "Carswell TACAN."

Fort Worth, Meacham Field, TX: The airspace description is revised by changing the name of "Fort Worth Meacham Field" to "Fort Worth Meacham Airport."

Hood Army Air Field, TX: The airspace description is revised by clarifying the airspace excluded from the area for charting purposes. It is also revised by replacing all references to the "Gray VOR" with the "Gray VOR/DME."

McAllen, TX: The airspace description is revised by replacing all references to the "McAllen VOR" with the "McAllen VOR/DME."

Robert Gray Army Air Field, TX: The airspace description is revised by replacing all references to the "Gray VOR" with the "Gray VOR/DME."

San Antonio, Kelly Air Force Base, TX: The airspace description is revised by replacing the proposed arrival extension based on the 159° radial from the Kelly VORTAC with an arrival extension based on the 339° radial from the Kelly TACAN. The new extension is similar to the current arrival extension, which is based on the 341° radial of the Kelly TACAN.

Wichita Falls, TX: The airspace description is revised by eliminating the proposed exclusion for Wichita Valley Airport, which is beyond the boundary of the Wichita Falls, TX Control Zone. The area was identified as having a ceiling less than 2,500 feet above the surface. However, the airspace area is proposed and adopted with a ceiling at 3,500 feet MSL, which is the equivalent of 2,500 feet above the surface.

FAA Region: Western-Pacific

Falcon Field, AZ: The airspace description is revised by changing the name of "Falcon Field Airport" to "Falcon Field."

Prescott, AZ: The airspace description is revised by adding the geographic position of the Ernest A Love Field Localizer.

Alameda Naval Air Station, CA: The airspace description is revised by changing the name of "Alameda NAS" to "Alameda NAS (Nimitz Field)."

Camp Pendleton, CA: The airspace description is revised by changing the name of "Camp Pendleton MCAS" to "Camp Pendleton MCAS (Munn Field)."

Concord, CA: The airspace description is revised by replacing all references to the "Concord VOR" with the "Concord VOR/DME."

Crows Landing, CA: The airspace description is revised by replacing all references to "Patterson Field" with "Patterson Airport."

El Centro Naval Air Station, CA: The airspace description is revised by adding R–2510 to the airspace excluded from the area.

Imperial Beach, CA: The airspace description is revised by changing the name of "Brown Field" to "Brown Field Municipal."

LeMoore, CA: The airspace description is revised by changing the name of "LeMoore NAS" to "LeMoore NAS (Reeves Field)."

Miramar Naval Air Station, CA: The airspace description is revised by clarifying that the area meets the boundaries of the San Diego, CA TCA. It is also revised by changing the name of "Miramar NAS" to "Miramar NAS (Mitscher Field)."

Mountain View, Moffet Field, CA: The airspace description is revised by excluding the area from the San Jose, CA ARSA at all times. It is also revised by replacing "Palo Alto Airport, CA Control Zone" with "Palo Alto, CA Control Zone."

Oxnard, CA: The airspace description is revised by changing the name of "Oxnard/Ventura County Airport" to "Oxnard Airport."

Point Mugu, CA: The airspace description is revised by changing the name of "Point Mugu NAS" to "Point Mugu NAWS."

Redding, CA: The airspace description is revised by replacing all references to the "Redding VORTAC" with the "Redding VOR/DME."

Riverside, Municipal Airport, CA: The airspace description is revised by changing the name of "Riverside Flabob Airport" to "Flabob Airport." It is also revised by replacing the proposal to include the airspace within a 2.6-mile radius of Riverside Municipal Airport with airspace within a 3.5-mile radius. This will permit the airspace within a 3.5-mile radius of Riverside Municipal Airport to be designated as Class D airspace and the rest of the area to be designated as Class E airspace.

Salinas, CA: The airspace description is revised by replacing "Fort Ord Fritzche AAF, CA Control Zone" with "Fort Ord, CA Control Zone" and replacing "Monterey Peninsula Airport, CA Control Zone" with "Monterey, CA Control Zone."

San Clemente Island, CA: The airspace description is revised by ensuring the ceiling is at 2,700 feet MSL, which is the equivalent of 2,500 feet above the surface. The airspace description is revised by changing the name of "San Clemente Island NALF" to "San Clemente Island NALF (Frederick Sherman Field)."

San Diego, Brown Field, CA: The airspace description is revised by changing the name of "Brown Field" to "Brown Field Municipal."

San Diego, North Island Naval Air Station, CA: The airspace description is not revised. The area was misidentified in NPRM No. 92–5. The area was proposed and is adopted with a ceiling of 2,800 feet MSL, which will meet the airspace from the San Diego, CA TCA that overlies the area. The airspace description is revised by changing the name of "North Island NAS" to "North Island NAS (Halsey Field)."

San Jose, Reid-Hillview Airport, CA: The airspace description is revised by changing the name of "Reid-Hillview Airport" to "Reid Hillview of Santa Clara County Airport."

Guam Island, Agana Naval Air Station, GU: The airspace description is revised by replacing all distances that were proposed in statute miles with the nearest nautical mile equivalents and by ensuring the area is aligned with adjacent controlled airspace.

Guam Island, Anderson Air Force Base, GU: The airspace description is revised by replacing all distances that were proposed in statute miles with the nearest nautical mile equivalent.

Fallon Naval Air Station, NV: The airspace description is revised by changing the name of "Fallon NAS" to "Fallon NAS (Van Voorhis Field)."

North Las Vegas, NV: The airspace description is revised by deleting a reference to the Las Vegas International Airport and to the airport's geographic position.

Revisions to proposed airspace areas by updating a geographic position:

FAA region	Proposed geographic position	Revised geographic position
Name and airport or facility:		
Alaskan		
Adak, AK:		
Adak Naval Air Station Airport	Lat. 51°52'46" N., Long. 176°38'37" W	Lat. 51°52'58" N., Long. 176°38'41" W.
Adak NDB	Lat. 51°55'01" N., Long. 176°33'09" W	Lat. 51°55'06" N., Long. 176°33'52" W.
Anchorage, Bryant Army Heliport, AK:		
Bryant Army Heliport	Lat. 61°15'08" N., Long. 149°39'02" W	Lat. 61°15'47" N., Long. 149°39'09" W.
Bethel, AK:		
Bethel Airport	Lat. 60°46'50" N., Long. 161°50'08" W	Lat. 60°46'50" N., Long. 161°50'09" W.
Galena, AK:		
Galena Airport	Lat. 64°44'13" N., Long. 156°56'06" W	Lat. 64°44'12" N., Long. 156°56'06" W.
Juneau, AK:		
Juneau Localizer	Lat. 58°21'33" N., Long. 134°38'08" W	Lat. 58°21'33" W., Long. 134°38'09" W.
Shemya, AK:		
Shemya VORTAC	Lat. 52°43'13" N., Long. 174°03'51" E	Lat. 52°43'12" N., Long. 174°03'55" E.
Central		
Olathe, Johnson County Executive Airport, KS:		
Johnson County Executive Airport	Lat. 38°50'51" N., Long. 94°44'15" W	Lat. 38°50'51" N., Long. 94°44'14" W.
Fort Leonard Wood, MO:		
Forney Army Air Field	Lat. 37°44'33" N., Long. 92°08'20" W	Lat. 37°44'31" N., Long. 92°08'24" W.
Joplin, MO:		
Joplin Regional Airport	Lat. 37°08'58" N., Long. 94°29'54" W	Lat. 37°09'02" N., Long. 94°29'53" W.
Eastern		
Dover, DE:		
Dover TACAN	Lat. 39°07'54" N., Long. 75°28'06" W	Lat. 39°07'56" N., Long. 75°28'04" W.
Aberdeen, MD:		
Phillips Army Air Field	Lat. 39°28'00" N., Long. 76°10'12" W	Lat. 39°27'58" N., Long. 76°10'12" W.
Patuxent River, MD:		
Patuxent River Naval Air Station	Lat. 38°17'18" N., Long. 76°25'00" W	Lat. 38°17'30" N., Long. 76°25'00" W.
Patuxent VORTAC	Lat. 38°17'18" N., Long. 76°24'00" W	Lat. 38°17'16" N., Long. 76°24'02" W.
Patuxent River NDB	Lat. 38°17'15" N., Long. 76°24'22" W	Lat. 38°17'09" N., Long. 76°24'12" W.
Chesapeake Ranch Airpark	Lat. 38°21'40" N., Long. 76°24'15" W	Lat. 38°21'40" N., Long. 76°24'20" W.
Binghamton, NY:		
Edwin A. Link Field/Broome County	Lat. 42°12'27" N., Long. 75°58'46" W	Lat. 42°12'30" N., Long. 75°58'48" W.
Calverton, NY:		
Calverton Naval Weapons Industrial Reserve Plant (Peconic Field).	Lat. 40°54'24" N., Long. 72°47'30" W	Lat. 40°54'54" N., Long. 72°47'33" W.
Plattsburgh, NY:		
Plattsburgh Air Force Base	Lat. 44°39'06" N., Long. 73°28'06" W	Lat. 44°39'03" N., Long. 73°28'06" W.
Clinton County Airport	Lat. 44°41'14" N., Long. 73°31'23" W	Lat. 44°41'15" N., Long. 73°31'30" W.
Rome, NY:		
Griffiss Air Force Base	Lat. 43°14'00" N., Long. 75°24'24" W	Lat. 43°14'02" N., Long. 75°24'27" W.
Beaver Falls, PA:		
Ellwood City VORTAC	Lat. 40°49'30" N., Long. 80°12'42" W	Lat. 40°49'31" N., Long. 88°12'42" W.
Erie, PA:		
Erie International Airport	Lat. 42°04'54" N., Long. 80°10'38" W	Lat. 42°04'55" N., Long. 80°10'35" W.
Fort Indiantown Gap, PA:		
Muir Army Air Field	Lat. 40°26'06" N., Long. 76°34'12" W	Lat. 40°26'05" N., Long. 76°34'11" W.
Hampton Roads, VA:		
Langley Army Air Field	Lat. 37°05'00" N., Long. 76°21'42" W	Lat. 37°04'58" N., Long. 76°21'39" W.
Quantico, VA:		
Quantico Marine Corps Air Field (Turner Field)	Lat. 38°30'15" N., Long. 77°18'24" W	Lat. 38°30'06" N., Long. 77°18'21" W.
Quantico NDB	Lat. 38°30'12" N., Long. 77°18'36" W	Lat. 38°29'52" N., Long. 77°18'35" W.
Great Lakes		
Cahokia, IL:		
Cahokia-St. Louis Downtown Parks Airport	Lat. 38°34'17" N., Long. 90°09'26" W	Lat. 38°34'14" N., Long. 90°09'22" W.
Chicago, Dupage Airport, IL:		
Chicago, Dupage Airport	Lat. 41°54'52" N., Long. 88°14'47" W	Lat. 41°54'24" N., Long. 88°14'54" W.
Glenview, IL:		
Glenview TACAN	Lat. 42°05'08" N., Long. 87°49'20" W	Lat. 42°05'08" N., Long. 87°49'21" W.

FAA Region	Proposed geographic position	Revised geographic position
Marion, IL:		
Marion VOR/DME	Lat. 37°45'16" N., Long. 89°00'42" W.	Lat. 37°45'15" N., Long. 89°00'42" W.
Muncie, IN:		
Muncie VOR/DME	Lat. 40°14'14" N., Long. 85°23'37" W.	Lat. 40°14'14" N., Long. 85°23'39" W.
Ann Arbor, MI:		
Ann Arbor Municipal Airport	Lat. 42°13'22" N., Long. 83°44'40" W.	Lat. 42°13'23" N., Long. 83°44'44" W.
K.I. Sawyer Air Force Base, MI:		
K.I. Sawyer Air Force Base	Lat. 46°21'13" N., Long. 87°23'43" W.	Lat. 46°21'13" N., Long. 87°23'44" W.
Mount Clemens, MI:		
Selfridge Air National Guard Base	Lat. 42°36'46" N., Long. 82°49'55" W.	Lat. 42°36'03" N., Long. 82°50'14" W.
Oscoda, MI:		
Oscoda, Wurtsmith Air Force Base	Lat. 44°27'06" N., Long. 83°23'39" W.	Lat. 44°27'05" N., Long. 83°23'39" W.
Saint Paul, MN:		
South St. Paul Municipal Richard E. Fleming Field.	Lat. 44°51'30" N., Long. 93°02'00" W.	Lat. 44°51'26" N., Long. 93°01'58" W.
Grand Forks Air Force Base, ND:		
Grand Forks Air Force Base	Lat. 47°57'41" N., Long. 97°24'02" W.	Lat. 47°57'40" N., Long. 97°24'03" W.
Minot Air Force Base, ND:		
Minot Air Force Base	Lat. 48°24'57" N., Long. 101°21'28" W.	Lat. 48°24'56" N., Long. 101°21'26" W.
Minot, Minot International Airport, ND:		
Minot International Airport	Lat. 48°15'34" N., Long. 101°16'50" W.	Lat. 48°15'34" N., Long. 101°16'51" W.
Dayton, Wright-Patterson Air Force Base, OH:		
Dayton, Wright-Patterson Air Force Base	Lat. 39°49'30" N., Long. 84°02'48" W.	Lat. 39°49'34" N., Long. 84°02'54" W.
Rapid City, Ellsworth Air Force Base, SD:		
Ellsworth Air Force Base	Lat. 44°08'42" N., Long. 103°06'11" W.	Lat. 44°08'20" N., Long. 103°06'11" W.
Camp Douglas, WI:		
Volk Field Airport	Lat. 43°56'25" N., Long. 90°15'20" W.	Lat. 43°56'18" N., Long. 90°16'06" W.
New England		
Limestone, ME:		
Loring Air Force Base	Lat. 46°57'02" N., Long. 67°53'09" W.	Lat. 46°57'01" N., Long. 67°53'10" W.
Falmouth, MA:		
Otis ANGB	Lat. 41°39'33" N., Long. 70°31'24" W.	Lat. 41°39'30" N., Long. 70°31'19" W.
Otis TACAN	Lat. 41°39'36" N., Long. 70°30'54" W.	Lat. 41°39'34" N., Long. 70°30'52" W.
Fort Devens, MA:		
Shirley Airport	Lat. 42°31'30" N., Long. 71°39'55" W.	Lat. 42°31'38" N., Long. 71°39'54" W.
Hyannis, MA:		
Hyannis, Barnstable Municipal Airport-Boardman/Polando Field, MA.	Lat. 41°40'07" N., Long. 70°16'48" W.	Lat. 41°40'09" N., Long. 70°16'51" W.
Nashua, NH:		
Manchester VORTAC	Lat. 42°52'06" N., Long. 71°41'11" W.	Lat. 42°52'06" N., Long. 71°22'12" W.
Portsmouth, NH:		
Pease International Tradeport	Lat. 43°04'39" N., Long. 70°49'26" W.	Lat. 43°04'40" N., Long. 70°49'26" W.
Northwest Mountain		
Mountain Home, ID:		
Mountain Home Air Force Base	Lat. 43°02'37" N., Long. 115°52'15" W.	Lat. 43°02'26" N., Long. 115°52'18" W.
Great Falls, Malmstrom Air Force Base, MT:		
Malmstrom Air Force Base	Lat. 47°30'21" N., Long. 111°11'02" W.	Lat. 47°30'18" N., Long. 111°11'14" W.
Ogden, Hill Air Force Base, UT:		
Hill Air Force Base	Lat. 41°07'26" N., Long. 111°58'20" W.	Lat. 41°07'25" N., Long. 111°58'20" W.
Ogden-Hinckley Airport, UT:		
Hill Air Force Base	Lat. 41°07'26" N., Long. 111°58'20" W.	Lat. 41°07'25" N., Long. 111°58'20" W.
Everett, WA:		
Paine VOR/DME	Lat. 47°54'11" N., Long. 122°17'12" W.	Lat. 47°55'12" N., Long. 122°16'35" W.
Tacoma, McChord Air Force Base, WA:		
McChord Air Force Base	Lat. 47°08'16" N., Long. 122°28'31" W.	Lat. 47°08'18" N., Long. 122°28'30" W.
Southern:		
Fort Rucker, AL:		
Cairns Army Air Field	Lat. 31°16'36" N., Long. 85°42'12" W.	Lat. 31°16'36" N., Long. 85°42'36" W.
Cairns VOR	Lat. 31°16'06" N., Long. 85°43'36" W.	Lat. 31°16'08" N., Long. 85°43'35" W.
Montgomery, AL:		
Maxwell Air Force Base	Lat. 32°22'48" N., Long. 86°21'48" W.	Lat. 32°22'45" N., Long. 86°21'45" W.
Cocoa, Patrick Air Force Base, FL:		
Patrick Air Force Base	Lat. 28°14'24" N., Long. 80°36'30" W.	Lat. 28°14'21" N., Long. 80°36'28" W.
Melbourne Regional	Lat. 28°06'06" N., Long. 80°38'46" W.	Lat. 28°06'09" N., Long. 80°38'46" W.
Eglin Air Force Base, FL:		
Eglin Air Force Base	Lat. 30°29'12" N., Long. 86°31'36" W.	Lat. 30°29'12" N., Long. 86°31'34" W.
Duke Field	Lat. 30°39'06" N., Long. 86°31'24" W.	Lat. 30°39'06" N., Long. 86°31'23" W.
Hurlbert Field	Lat. 30°25'44" N., Long. 86°41'20" W.	Lat. 30°25'43" N., Long. 86°41'20" W.
Eglin AF AUX No. 3 Duke Field, FL:		
Eglin Air Force Base	Lat. 30°29'12" N., Long. 86°31'36" W.	Lat. 30°29'12" N., Long. 86°31'34" W.
Duke Field	Lat. 30°39'06" N., Long. 86°31'24" W.	Lat. 30°39'06" N., Long. 86°31'23" W.
Eglin, Hurlburt Field, FL:		
Hurlburt Field	Lat. 30°25'44" N., Long. 86°41'20" W.	Lat. 30°25'43" N., Long. 86°41'20" W.
Eglin Air Force Base	Lat. 30°29'12" N., Long. 86°31'36" W.	Lat. 30°29'12" N., Long. 86°31'34" W.
Homestead, FL:		
Homestead Air Force Base	Lat. 25°29'15" N., Long. 80°23'00" W.	Lat. 25°29'17" N., Long. 80°23'02" W.
Jacksonville, Craig Municipal Airport, FL:		
Mayport Naval Air Station	Lat. 30°23'30" N., Long. 81°25'24" W.	Lat. 30°23'30" N., Long. 81°25'26" W.
Jacksonville, Naval Air Station, FL:		
Jacksonville Naval Air Station	Lat. 30°14'06" N., Long. 81°40'30" W.	Lat. 30°14'04" N., Long. 81°40'36" W.

FAA Region	Proposed geographic position	Revised geographic position
MacDill Air Force Base, FL:		
MacDill Air Force Base	Lat. 27°51'00" N., Long. 82°31'18" W.	Lat. 27°50'56" N., Long. 82°31'18" W.
Mayport, Naval Air Station, Mayport, FL:		
Mayport Naval Air Station	Lat. 30°23'30" N., Long. 81°25'24" W.	Lat. 30°23'30" N., Long. 81°25'26" W.
Pompano Beach, FL:		
Pompano Beach VOR	Lat. 26°14'51" N., Long. 80°06'31" W.	Lat. 26°14'52" N., Long. 80°06'31" W.
Sanford, FL:		
Central Florida Regional Airport	Lat. 28°46'43" N., Long. 81°14'17" W.	Lat. 28°46'43" N., Long. 81°14'19" W.
Atlanta, Fulton County Airport-Brown Field, GA:		
Dobbins Air Force Base	Lat. 33°54'54" N., Long. 84°31'00" W.	Lat. 33°54'55" N., Long. 84°30'59" W.
Savannah, Hunter Army Air Field, GA:		
Hunter Army Air Field	Lat. 32°00'36" N., Long. 81°08'48" W.	Lat. 32°00'34" N., Long. 81°08'45" W.
Valdosta, Moody Air Force Base, GA:		
Moody Air Force Base	Lat. 30°58'06" N., Long. 83°11'36" W.	Lat. 30°58'06" N., Long. 83°11'35" W.
Fort Campbell, KY:		
Campbell Army Air Field	Lat. 36°40'18" N., Long. 87°29'36" W.	Lat. 36°40'22" N., Long. 87°29'30" W.
Fort Knox, KY:		
Godman Army Air Field	Lat. 37°54'24" N., Long. 85°58'24" W.	Lat. 37°54'24" N., Long. 85°58'23" W.
Biloxi, Keesler Air Force Base, MS:		
Keesler Air Force Base	Lat. 30°24'42" N., Long. 88°55'24" W.	Lat. 30°24'40" N., Long. 88°55'25" W.
Cherry Point Marine Corps Air Station, NC:		
Cherry Point Marine Corps Air Station	Lat. 34°54'12" N., Long. 76°52'54" W.	Lat. 34°43'09" N., Long. 76°52'53" W.
Goldsboro, NC:		
Seymour Johnson Air Force Base	Lat. 35°20'24" N., Long. 77°57'36" W.	Lat. 35°20'23" N., Long. 77°57'36" W.
Jacksonville, New River Marine Corps Air Station, NC:		
Jacksonville, New River Marine Corps Air Station.	Lat. 34°42'30" N., Long. 77°26'30" W.	Lat. 34°42'38" N., Long. 77°26'22" W.
New River TACAN	Lat. 34°42'24" N., Long. 77°26'24" W.	Lat. 34°42'25" N., Long. 77°26'26" W.
Mackall Army Air Field, NC:		
Mackall Army Air Field	Lat. 35°02'12" N., Long. 79°29'54" W.	Lat. 35°02'11" N., Long. 79°29'52" W.
Mackall NDB	Lat. 35°01'42" N., Long. 79°29'12" W.	Lat. 35°01'40" N., Long. 79°29'09" W.
Oak Grove, NC:		
Oak Grove HOLF	Lat. 35°01'15" N., Long. 77°15'12" W.	Lat. 35°02'00" N., Long. 77°15'00" W.
Simmons Army Air Field, NC:		
Simmons Army Air Field	Lat. 35°07'54" N., Long. 78°56'06" W.	Lat. 35°07'54" N., Long. 78°56'13" W.
Simmons VOR	Lat. 35°08'00" N., Long. 78°66'00" W.	Lat. 35°07'58" N., Long. 78°65'01" W.
Roosevelt Roads, PR:		
Roosevelt Roads NS	Lat. 18°15'05" N., Long. 65°38'35" W.	Lat. 18°15'00" N., Long. 65°38'00" W.
Beaufort, SC:		
Beaufort Marine Corps Air Station	Lat. 32°28'36" N., Long. 80°43'24" W.	Lat. 32°28'38" N., Long. 80°43'24" W.
Eastover, SC:		
McEntire Air National Guard Base	Lat. 33°55'06" N., Long. 80°48'00" W.	Lat. 33°55'05" N., Long. 80°48'00" W.
Memphis, Naval Air Station, TN:		
Memphis Naval Air Station	Lat. 35°21'18" N., Long. 89°52'06" W.	Lat. 35°21'19" N., Long. 89°52'08" W.
Southwest		
Little Rock, Air Force Base, AR:		
Jacksonville ILS Localizer	Lat. 34°54'36" N., Long. 92°09'27" W.	Lat. 34°54'36" N., Long. 92°10'12" W.
Alexandria, England Air Force Base, LA:		
England Air Force Base	Lat. 31°19'38" N., Long. 92°32'53" W.	Lat. 31°19'27" N., Long. 92°32'49" W.
New Orleans Naval Air Station, LA:		
New Orleans Naval Air Station Alvin Callender Field.	Lat. 29°49'33" N., Long. 90°01'32" W.	Lat. 29°49'30" N., Long. 90°02'06" W.
Alamogordo, NM:		
Holloman Air Force Base	Lat. 32°51'00" N., Long. 106°06'25" W.	Lat. 32°51'05" N., Long. 106°06'06" W.
Holloman Localizer	Lat. 32°50'36" N., Long. 106°06'11" W.	Lat. 32°49'48" N., Long. 106°06'29" W.
Midway Airport	Lat. 32°52'04" N., Long. 105°59'26" W.	Lat. 32°52'00" N., Long. 106°00'00" W.
Altus, OK:		
Altus Air Force Base	Lat. 34°39'50" N., Long. 99°16'24" W.	Lat. 34°39'50" N., Long. 99°16'25" W.
Enid, Vance Air Force Base, OK:		
Vance VORTAC	Lat. 36°20'42" N., Long. 96°55'05" W.	Lat. 36°20'44" N., Long. 97°55'07" W.
Beeville, TX:		
Chase Field Naval Air Station	Lat. 28°21'55" N., Long. 97°39'16" W.	Lat. 28°21'33" N., Long. 97°39'38" W.
Chase TACAN	Lat. 28°21'24" N., Long. 97°39'48" W.	Lat. 28°21'23" N., Long. 97°39'46" W.
Corpus Christi Naval Air Station, TX:		
Corpus Christi Naval Air Station	Lat. 27°41'35" N., Long. 97°17'26" W.	Lat. 27°42'00" N., Long. 97°17'00" W.
Truax VORTAC	Lat. 27°41'09" N., Long. 97°17'41" W.	Lat. 27°41'09" N., Long. 97°17'40" W.
Dallas, Naval Air Station, TX:		
Grand Prairie Municipal Airport	Lat. 32°41'54" N., Long. 96°52'02" W.	Lat. 32°41'54" N., Long. 97°02'47" W.
Dallas Naval Air Station/Hensley Field	Lat. 32°44'01" N., Long. 96°58'08" W.	Lat. 32°44'04" N., Long. 96°58'02" W.
Dallas, Redbird Airport, TX:		
Redbird Airport	Lat. 32°40'49" N., Long. 96°52'02" W.	Lat. 32°40'51" N., Long. 96°52'05" W.
Kingsville, TX:		
Kingsville Naval Air Station	Lat. 27°30'15" N., Long. 97°48'29" W.	Lat. 27°30'25" N., Long. 97°48'34" W.
Lubbock, Reese Air Force Base, TX:		
Lubbock Reese Air Force Base	Lat. 33°35'55" N., Long. 102°02'35" W.	Lat. 33°35'47" N., Long. 102°02'31" W.
San Antonio, Kelly Air Force Base, TX:		
San Antonio Kelly Air Force Base	Lat. 29°23'02" N., Long. 98°34'51" W.	Lat. 29°22'48" N., Long. 98°35'02" W.
San Antonio, Randolph Air Force Base, TX:		
Randolph Air Force Base	Lat. 29°31'43" N., Long. 98°16'40" W.	Lat. 29°31'46" N., Long. 98°16'43" W.

FAA Region	Proposed geographic position	Revised geographic position
Western-Pacific		
Falcon Field, AZ:		
Falcon Field Mesa	Lat. 33°27'39" N., Long. 111°43'40" W	Lat. 33°27'39" N., Long. 111°43'39" W.
Phoenix, Luke Air Force Base, AZ:		
Luke Air Force Base TACAN	Lat. 33°32'42" N., Long. 112°22'54" W	Lat. 33°32'41" N., Long. 112°22'52" W.
Alameda Naval Air Station, CA:		
Alameda Naval Air Station (Nimitz Field)	Lat. 37°47'21" N., Long. 122°19'10" W	Lat. 37°47'26" N., Long. 122°19'28" W.
China Lake Naval Air Facility, CA:		
China Lake NWC	Lat. 35°41'18" N., Long. 117°41'24" W	Lat. 35°41'16" N., Long. 117°41'23" W.
Crows Landing Naval Auxiliary Landing Facility, CA:		
Crows Landing NALF	Lat. 37°24'30" N., Long. 121°06'30" W	Lat. 37°24'29" N., Long. 121°06'30" W.
Edwards Air Force Base, CA:		
Edwards Air Force Base	Lat. 34°54'20" N., Long. 117°52'58" W	Lat. 34°54'18" N., Long. 117°52'58" W.
Imperial Beach Naval Outlying Landing Facility, CA:		
Imperial Beach Naval Outlying Landing Facility TACAN.	Lat. 32°33'54" N., Long. 117°06'30" W	Lat. 32°33'51" N., Long. 117°06'32" W.
Lompoc, Vandenberg Air Force Base, CA:		
Lompoc, Vandenberg Air Force Base	Lat. 34°44'14" N., Long. 120°35'00" W	Lat. 34°43'47" N., Long. 120°34'33" W.
Vandenberg TACAN	Lat. 34°44'00" N., Long. 120°34'54" W	Lat. 34°43'57" N., Long. 120°34'55" W.
Los Alamitos, Army Air Field, CA:		
Los Alamitos Army Air Field	Lat. 33°27'24" N., Long. 118°03'00" W	Lat. 33°47'24" N., Long. 118°03'04" W.
Miramar Naval Air Station, CA:		
Miramar, Naval Air Station (Mitscher Field)	Lat. 32°52'09" N., Long. 117°08'37" W	Lat. 32°52'06" N., Long. 117°08'30" W.
Mountain View, CA:		
Moffett Field Naval Air Station	Lat. 37°24'54" N., Long. 122°02'55" W	Lat. 37°24'55" N., Long. 122°02'50" W.
Oxnard, Ventura, CA:		
Point Mugu Naval Air Station	Lat. 34°07'09" N., Long. 119°07'03" W	Lat. 34°07'13" N., Long. 119°07'12" W.
Sacramento, Executive Airport, CA:		
Mather Air Force Base	Lat. 38°32'53" N., Long. 121°18'23" W	Lat. 38°33'23" N., Long. 121°17'44" W.
San Clemente Island, CA:		
San Clemente Island Naval Auxiliary Landing Facility.	Lat. 33°01'22" N., Long. 118°35'15" W	Lat. 33°01'24" N., Long. 118°35'14" W.
San Clemente Island TACAN	Lat. 33°01'36" N., Long. 118°34'42" W	Lat. 33°01'37" N., Long. 118°34'43" W.
San Diego, San Diego-Gillespie Field, CA:		
Miramar Naval Air Station	Lat. 32°52'04" N., Long. 117°08'27" W	Lat. 32°52'09" N., Long. 117°08'37" W.
San Diego, North Island Naval Air Station, CA:		
North Island TACAN	Lat. 32°42'12" N., Long. 117°12'54" W	Lat. 32°42'09" N., Long. 117°12'55" W.
San Nicolas Island Naval Outlying Field, CA:		
San Nicolas Island Naval Outlying Field	Lat. 33°14'23" N., Long. 119°27'27" W	Lat. 33°14'23" N., Long. 119°27'26" W.
Tustin Marine Corps Air Station, CA:		
Tustin Marine Corps Air Station	Lat. 33°42'24" N., Long. 117°49'36" W	Lat. 33°42'22" N., Long. 117°49'35" W.
El Toro Marine Corps Air Station	Lat. 33°40'23" N., Long. 117°43'50" W	Lat. 33°40'03" N., Long. 117°43'06" W.
Twentynine Palms, Expeditionary Air Field, CA:		
Twentynine Palms, Expeditionary Air Field Marine Corps Base.	Lat. 34°17'48" N., Lorig. 116°09'42" W	Lat. 34°17'00" N., Long. 116°10'00" W.
Victorville, George Air Force Base, CA:		
George Air Force Base	Lat. 34°35'36" N., Long. 117°23'43" W	Lat. 34°35'03" N., Long. 117°23'00" W.
Guam Island, Agana Naval Air Station, GU:		
Agana Naval Air Station	Lat. 13°29'00" N., Long. 144°47'42" E	Lat. 13°28'54" N., Long. 144°47'36" E.
Anderson TACAN	Lat. 13°35'24" N., Long. 144°56'42" E	Lat. 13°35'23" N., Long. 144°56'39" E.
Nimitz VORTAC	Lat. 13°27'16" N., Long. 144°43'59" E	Lat. 13°27'11" N., Long. 144°43'51" E.
Guam Island, Anderson Air Force Base, GU:		
Anderson Air Force Base	Lat. 13°35'18" N., Long. 144°55'30" E	Lat. 13°34'52" N., Long. 144°55'28" E.
Agana Naval Air Station	Lat. 13°29'00" N., Long. 144°47'42" E	Lat. 13°28'54" N., Long. 144°47'36" E.
Kaneohe Marine Corps Air Station, HI:		
Marine Corps Air Station	Lat. 21°27'13" N., Long. 157°46'15" W	Lat. 21°27'17" N., Long. 157°46'20" W.
Lihue, HI:		
Lihue Airport	Lat. 21°58'45" N., Long. 159°20'29" W	Lat. 21°58'45" N., Long. 159°20'30" W.
Pohakuloa, Bradshaw Army Air Field, HI:		
Bradshaw Army Air Field	Lat. 19°45'47" N., Long. 155°33'24" W	Lat. 19°45'49" N., Long. 155°33'23" W.
Fallon Naval Air Station, NV:		
Fallon Naval Air Station (Van Voorhis Field)	Lat. 39°24'59" N., Long. 118°41'57" W	Lat. 39°25'00" N., Long. 118°42'00" W.

As stated in NPRM Number 92–5, the FAA reviewed all control zones that will become Class D airspace to identify those with a minimum of one arrival extension more than 2 miles from the airspace necessary for aircraft operating under IFR to depart within controlled airspace. During this review, the FAA found some of these areas are designed in complex shapes and cannot be separated. These complex shapes result from adjoining airspace areas or occur because the control zone only includes that airspace necessary to contain intended terminal operations under IFR. The FAA has attempted to ensure that any airspace that could be designated as Class E airspace is so designated.

The FAA will amend subpart D of FAA Order 7400.9, which is effective September 16, 1993, by establishing that portion, which is necessary for aircraft operating under IFR to depart within controlled airspace, of the airspace areas listed below as Class D airspace areas. The FAA will amend subpart E of FAA Order 7400.9, which is effective September 16, 1993, by establishing the airspace that extends beyond the area necessary for departures as Class E airspace areas.

Name	State
FAA Region: Alaskan	
Adak	AK

Name	State
Bethel	AK
Fairbanks, Eielson Air Force Base	AK
Fairbanks, Fairbanks International Airport.	AK
Fairbanks, Wainwright Army Air Field	AK
Juneau	AK
Kenai	AK
King Salmon	AK
Kodiak	AK
FAA Region: Central	
Dubuque	IA
Sioux City	IA
Waterloo	IA
Fort Riley	KS
Manhattan	KS
Olathe, Johnson County Executive Airport.	KS
Salina	KS
Topeka, Forbes Field	KS
Topeka, Phillip Billard Airport	KS
Wichita, McConnell Air Force Base	KS
Cape Girardeau	MO
Fort Leonard Wood	MO
Jefferson City	MO
Kansas City, Downtown Airport	MO
Kansas City, Richard-Gebaur Airport	MO
Saint Joseph	MO
Springfield	MO
Grand Island	NE
FAA Region: Eastern	
Dover	DE
Aberdeen	MD
Baltimore, Glenn Martin State	MD
Hagerstown	MD
Patuxent River	MD
Caldwell	NJ
Lakehurst	NJ
Wrightstown, McGuire Air Force Base	NJ
Binghamton	NY
Elmira	NY
Ithaca	NY
Plattsburgh	NY
Poughkeepsie	NY
Rome	NY
Schenectady	NY
Utica	NY
Beaver Falls	PA
Erie	PA
Fort Indiantown Gap	PA
Harrisburg, Capital City Airport	PA
Johnstown	PA
Lancaster	PA
Latrobe	PA
Reading	PA
Wilkes-Barre	PA
Williamsport	PA
Willow Grove	PA
Charlottesville	VA
Fort Eustis	VA
Lynchburg	VA
Oceana Naval Air Station	VA
Quantico	VA
Clarksburg	WV
Lewisburg	WV
FAA Region: Great Lakes	
Alton	IL
Belleville	IL
Chicago, Aurora Municipal Airport	IL
Marion	IL
Bloomington	IN
Muncie	IN
Terre Haute	IN
Alpena	MI
Battle Creek, W.K. Kellogg Airport	MI
Jackson	MI
Kalamazoo/Battle Creek International Airport.	MI
Muskegon	MI
Duluth, Duluth International Airport	MN
Rochester	MN
Fargo	ND
Grand Forks, Grand Forks International Airport.	ND
Minot, Minot International Airport	ND
Cleveland, Burke Lakefront	OH
Cleveland, Cuyahoga County Airport	OH
Columbus, Ohio State University	OH
Springfield	OH
Willoughby	OH
Sault Sainte Marie	ON
Rapid City, Regional Airport	SD
Oshkosh	WI
Waukesha	WI
FAA Region: New England	
Hartford	CT
Bangor	ME
Brunswick	MA
Limestone	MA
Beverly	MA
Falmouth	MA
Fort Devens	MA
Martha's Vineyard	MA
South Weymouth	MA
Lebanon	NH
Nashua	NH
Portsmouth	NH
FAA Region: Northwest Mountain	
Aspen	CO
Denver, Centennial Airport	CO
Grand Junction	CO
Pueblo	CO
Coeur D'Alene	ID
Idaho Falls	ID
Lewiston	ID
Mountain Home	ID
Pocatello	ID
Twin Falls	ID
Great Falls, International Airport	MT
Great Falls, Malmstrom Air Force Base	MT
Missoula	MT
Eugene	OR
Klamath Falls	OR
Medford	OR
Portland, Hillsboro	OR
Salem	OR
Bellingham	WA
Everett	WA
Moses Lake	WA
Olympia	WA
Pasco	WA
Tacoma, Narrows Airport	WA
Walla Walla	WA
Yakima	WA
Casper	WY
Gillette	WY
FAA Region: Southern	
Dothan	AL
Fort Rucker	AL
Mobile, Downtown Airport	AL
Troy	AL
Fort Pierce	FL
Gainsville	FL
Jupiter	FL
Key West	FL
Lakeland	FL
Mayport	FL
Melbourne	FL
Naples	FL
Panama City	FL
Sanford	FL
Vero Beach	FL
Albany, Southwest Georgia Regional Airport.	GA
Atlanta, Dobbins Air Force Base	GA
Columbus, Lawson Army Air Field	GA
Valdosta, Regional Airport	GA
Fort Campbell	KY
Fort Knox	KY
Louisville, Bowman Field	KY
Owensboro	KY
Biloxi, Kessler Air Force Base	MI
Greenville	MI
Greenwood	MI
Gulfport	MI
Meridian, Key Field	MI
Meridian, Naval Air Station	MI
Elizabeth City	NC
Jacksonville, New River Marine Corps Air Station.	NC
Mackall Army Air Field	NC
Simmons Army Air Field	NC
Florence	SC
North Myrtle Beach	SC
Tri-City	TN
FAA Region: Southwest	
Houma	LA
Altus	OK
Ardmore	OK
Enid, Vance Air Force Base	OK
Enid, Woodring Municipal Airport	OK
Corpus Christi Naval Air Station	TX
McAllen	TX
FAA Region: Western-Pacific	
Flagstaff	AZ
Fort Huachuca	AZ
Grand Canyon	AZ
Tucson, Ryan Field	AZ
Yuma	AZ
Camarillo	CA
Camp Pendleton	CA
Carlsbad, McClellan, Palomar	CA
Chico	CA
Crows Landing Naval Air Facility	CA
Fairfield, Travis Air Force Base	CA
Lancaster	CA
LeMoore Naval Air Station	CA
Lompac	CA
Los Angeles, Hawthorne Municipal Airport.	CA
Miramar Naval Air Station	CA
Modesto City	CA
Mountain View, Moffett Field	CA
Oxnard/Ventura	CA
Palm Springs	CA
Palmdale	CA
Point Mugu Naval Air Station	CA
Redding	CA
Riverside, Riverside Municipal Airport	CA
Salinas	CA
San Clemente Island	CA
San Diego, Montgomery Field	CA
San Diego, North Island Naval Air Station.	CA
San Luis Obispo	CA
San Nicholas Island	CA
Torrance	CA
Twentynine Palms Expeditionary Air Field.	CA
Van Nuys	CA
Guam Island, Agana Naval Air Station	GU
Guam Island, Anderson Air Force Base	GU
Barbers Point Naval Air Station	HI
Hilo International Airport, General Lyman Field.	HI
Lihue	HI
Kailua-Kona	HI
Molokai	HI
Kwajalein Island	MQ
Fallon Naval Air Station	NV

Control Zones for Airports Without Operating Control Towers

The FAA proposed in NPRM Number 92–5 to modify control zones for airports without operating control towers. These proposed modifications included: (1) Converting the lateral unit of measurement from statute miles to nautical miles; (2) redesignating the control zones to contain intended

operations under IFR; (3) redesignating the ceiling to extend upward from the surface of the earth to an overlying or adjacent controlled airspace (e.g., a transition area); and (4) replacing departure extensions with transition areas. No comments were received on this proposal.

With the exception of the modifications listed below, the FAA will adopt the proposal to modify the following control zones, which are contained in section 171 of FAA Handbook 7400.7. The FAA also adopts the proposal to amend the corresponding airspace descriptions of Class E airspace areas in Subpart E of FAA Order 7400.9, which become effective September 16, 1993.

FAA Region: Alaskan

Bettles, AK
Cordova, Smith Airport, AK
Deadhorse AK
Gulkana, AK
Iliama, AK
Sitka, AK
Unalakleet, AK

FAA Region: Central

Burlington, IA
Clinton, IA
Davenport, IA
Fort Dodge, IA
Mason City, IA
Ottumwa, IA
Chanute, KS
Dodge City, KS
Emporia, KS
Garden City, KS
Goodland, KS
Liberal, KS
Kirksville, MO
Rolla/Vichy, Rolla National Airport, MO
Alliance, NE
Chadron, NE
Columbus, NE
Hastings, NE
Kearney, NE
McCook, NE
Norfolk, NE
North Platte, NE
Sidney, NE

FAA Region: Eastern

Salisbury, MD
Millville, NJ
Glens Falls, NY
Jamestown, NY
Massena, NY
Watertown, NY
Altoona, PA
Bradford, PA
Franklin, PA
Philipsburg, PA
State College, PA
Danville, VA
Hot Springs, VA
Staunton, VA
Beckley, WV
Bluefield, WV
Elkins, WV

FAA Region: Great Lakes

Danville, IL
Mount Vernon, IL
Benton Harbor, MI
Escanaba, MI
Hancock, MI
Iron Mountain, MI
Marquette, MI
Pellston, MI
Sault Sainte Marie, Chippewa County Airport, MI
Bemidji, MN
Fairmont, MN
Hibbing, MN
Mankato, MN
Worthington, MN
Devils Lake, ND
Dickinson, ND
Jamestown, ND
Akron, Fulton International Airport, OH
Findlay, OH
Aberdeen, SD
Brookings, SD
Huron, SD
Mitchell, SD
Pierre, SD
Watertown, SD
Eau Claire, WI
Mosinee, WI
Rhinelander, WI
Wausau, WI

FAA Region: New England

Augusta, ME
Houlton, ME
Concord, NH

FAA Region: Northwest Mountain

Cortez, CO
Durango, CO
Hayden, CO
Montrose, CO
Burley, ID
Bozeman, MT
Coppertown, MT
Cutbank, MT
Glasgow, MT
Havre, MT
Kalispell, MT
Lewistown, MT
Livingston, MT
Miles City, MT
Astoria, OR
Baker, OR
Redmond, OR
Cedar City, UT
Provo, UT
Vernal, UT
Ephrata, WA
Hoquiam, WA
Oak Harbor, WA
Port Angeles, WA
Pullman, WA
Wenatchee, WA
Cody, WY
Laramie, WY
Rawlins, WY
Riverton, WY
Rock Springs, WY

FAA Region: Southern

Anniston, AL
Muscle Shoals, AL
Miami, Dade-Collier Training and Transition Airport, FL
Tampa, Peter O'Knight Airport, FL
Alma, GA
Athens, GA
Brunswick, Glynco Jetport, GA
Brunswick, Malcolm/McKinnon Airport, GA
London, KY
Hattiesburg, MS
Jackson, Bruce Campbell Field, MS
McComb, MS
Tupelo, MS
Hickory, NC
Jacksonville, Albert J. Ellis, NC
New Bern, NC
Rocky Mount, NC
Aguadilla, PR
Ponce, PR
Anderson, SC
Spartanburg, SC
Crossville, TN
Dyersburg, TN
Jackson, TN

FAA Region: Southwest

El Dorado, AR
Harrison, AR
Hot Springs, AR
Jonesboro, AR
Pine Bluff, AR
Carlsbad, NM
Deming, NM
Gallup, NM
Las Vegas, NM
Tucumcari, NM
Bartlesville, OK
Gage, OK
Hobart, OK
McAlester, OK
Ponca City, OK
Alice, TX
Childress, TX
Dalhart, TX
Galveston, TX
Lufkin, TX
Mineral Wells, TX
Palacios, TX
Victoria, TX
Wink, TX

FAA Region: Western-Pacific

Douglas, AZ
Winslow, AZ
Arcata, CA
Blythe, CA
Crescent City, CA
Marysville, Yuba County, CA
Merced, Macready Field, CA
Needles, CA

Paso Robles County, CA
Thermal, CA
Kapalua, West Maui Airport, HI
Lanai, HI
Waimea Kohala, HI
Tonopah, NV

The airspace areas listed below have been amended by separate rulemaking since the review of control zones by the FAA regions and these amendments were not proposed in NPRM Number 92–5. The FAA adopts as proposed the control zones listed below, with minor modifications and technical corrections. Because this action does not change the boundaries and configuration of controlled airspace, with respect to these areas it is insignificant in nature and impact and inconsequential to the industry and public. Therefore, notice and public procedure under 5 U.S.C. 533(b) are unnecessary.

FAA Region: Central

Hayes, KS: The airspace description for this area, which was established by Airspace Docket Number 92–ACE–02, is added to this final rule.

FAA Region: Northwest Mountain

Jackson Hole, WY: The airspaces description for this area, which was established by Airspace Docket Number 92–ANM–7, is added to this final rule.

Sheridan, WY: The airspace description for this area is revised according to Airspace Docket Number 92–ANM–4.

Worland, WY: The airspace description for this area is revised according to Airspace Docket Number 92–ANM–5.

FAA Region: Southern

Greenville, NC: The airspace description for this area, which was established by Airspace Docket Number 92–ASO–05, is added to the final rule.

FAA Region: Western-Pacific

Red Bluff, CA: The airspace description for this area is revised according to Airspace Docket Number 91–AWP–5.

Revisions to proposed airspace areas by including technical corrections and airspace changes:

FAA Region: Alaskan

Amchitka Island, AK: The airspace description is revised to delete unnecessary language.

Barrow, Barrow/Wiley Post-Will Rogers Memorial Airport, AK: The airspace description is revised by including editorial modifications.

Cold Bay, AK: The airspace description is revised to delete unnecessary language.

Dillingham, AK: The airspace description is revised by including editorial modifications.

Homer, AK: The airspace description is revised to delete unnecessary language.

Kotzebue, AK: The airspace description is revised by replacing references to the "Kotzebue/Ralph Wien Memorial Airport" with "Ralph Wien Memorial Airport" and by including editorial modifications.

McGrath, AK: The airspace description is revised by including editorial modifications.

Nome, AK: The airspace description is revised to delete unnecessary language.

Northway, AK: The airspace description is revised by adding the geographic position of the Northway VORTAC and by including editorial modifications.

Talkeetna, AK: The airspace description is revised by replacing references to the "Talkeetna VOR" with the "Talkeetna VOR/DME" and by including editorial modifications.

Tanana, AK: The airspace description is revised by changing the name of the "Tanana/Ralph M. Calhoun Memorial Airport" with the "Ralph M. Calhoun Memorial Airport."

Yakutat, AK: The airspace description is revised by including editorial modifications.

FAA Region: Eastern

Du Bois, PA: The airspace description is revised by changing the width of the northeast arrival extension from 5.4 miles to 5.2 miles.

FAA Region: Great Lakes

Galesburg, IL: The airspace description is revised by replacing all references to the "Galesburg VOR" with the "Galesburg VOR/DME."

Brainerd, MN: The airspace description is revised by changing the name of "Brainerd-Crow Wing County/ Walter F. Wieland Field" to "Brainerd-Crow Wing County Airport."

Grand Rapids, MN: The airspace description is revised by changing the name of "Grand Rapids, Itasca County-Gordon Newstrom Field" to "Grand Rapids/Itasca County Gordon Newstrom Field Airport."

International Falls, MN: The airspace description is revised by changing the name of "International Falls Airport" to "Falls International Airport."

Williston, ND: The airspace description is revised by changing the name of "Sloulin International Airport" to "Sloulin Field International Airport."

Wilmington, OH: The airspace description is revised by replacing all references to the "Midwest VOR" to the "Midwest VOR/DME" and by adding an extension based on the 041° radial of the Midwest VOR/DME.

Yankton, SD: The airspace description is revised by replacing all references from "Yankton VOR" to "Yankton VOR/DME."

Minocqua-Woodruff, WI: The airspace description is revised by changing the name of "Noble F. Lee Memorial Field Airport" to "Lakeland/ Noble F. Lee Memorial Field Airport."

FAA Region: New England

Presque Isle, ME: The airspace description is revised by changing the name of "Northern Maine Regional" to the "Northern Maine Regional Airport at Presque Isle."

Montpelier, VT: The airspace description is revised by updating an airport name from "Montpelier, Edward F. Knapp State Airport" to the "Barre-Montpelier, Edward F. Knapp State Airport."

FAA Region: Northwest Mountain

Montrose, CO: The airspace description is revised by changing the name of "Montrose County Airport" to "Montrose Regional Airport."

Trinidad, CO: The airspace description is revised by changing the name of "Las Animas County Airport" to "Perry Stokes Airport."

Newport, OR: The airspace description is not revised. The control zone will become Class E airspace on September 16, 1993, not Class D airspace as identified in NPRM No. 92–5.

North Bend, OR: The airspace description is revised by replacing all references to the "Emire LOM" with the "Emire LOM/NDB."

FAA Region: Southern

Bowling Green, KY: The airspace description is revised by changing the name of "Bowling Green-Warren County Airport" to "Bowling Green-Warren County Regional Airport."

Mayaguez, PR: The airspace description is revised by replacing all references to the "Mayaguez VOR" with the "Mayaguez VOR/DME."

FAA Region: Southwest

Temple, TX: The airspace description is revised by replacing all references to the "Temple VOR" with the "Temple VOR/DME" and by eliminating the proposed extension from the Temple ILS localizer.

FAA Region: Western-Pacific

El Centro, Imperial County Airport, CA: The airspace description is revised by deleting the reference to a ceiling.

This control zone will become Class E airspace on September 16, 1993, and will extend upward from the surface to the overlying or adjacent controlled airspace.

Visalia, CA: The airspace description is revised by deleting an exclusion for the Green Acres Airport. The airport no longer exists.

Midway Island, Midway Naval Air Facility, MO: The airspace description is revised by eliminating the proposed arrival extension based on the Midway Island NDB, which is decommissioned.

Elko, NV: The airspace description is revised by changing the name of "Elko Municipal Airport" to "Elko Municipal-J.C. Harris Field."

Revisions to proposed airspace areas by updating a geographic position:

FAA Region	Proposed geographic position	Revised geographic position
Name and Airport or facility		
Alaskan		
Amchitka Island, AK:		
Amchitka Island Airport.	Lat. 51°22'43" N., Long. 179°15'32" E.	Lat. 51°22'48" N., Long. 179°16'24" E
Amchitka VORTAC.	Lat. 51°23'02" N., Long. 179°17'02" E.	Lat. 51°22'37" N., Long. 179°16'37" E.
Barrow, AK:		
Barrow/ Wiley Post-Will Rogers Memorial Airport.	Lat. 71°17'09" N., Long. 156°47'25" W.	Lat. 71°17'09" N., Long. 156°45'45" W.
Big Delta, AK:		
Allen Army Air Field Airport.	Lat. 63°59'42" N., Long. 145°43'05" W.	Lat. 63°59'07" N., Long. 145°43'01" W.
Dillingham, AK:		
Dillingham VOR/ DME.	Lat. 58°59'42" N., Long. 158°33'02" W.	Lat. 58°59'42" N., Long. 158°33'00" W.
Central		
Scottsbluff, NE:		
Scottsbluff, William B. Heilig Field.	Lat. 41°52'34" N., Long. 103°35'53" W.	Lat. 41°52'27" N., Long. 103°35'43" W.
Great Lakes		
Alexandria, MN:		
Alexandria, Chandler Field.	Lat. 45°51'59" N., Long. 95°23'35" W.	Lat. 45°51'59" N., Long. 95°23'40" W.
Redwood Falls, MN:		
Redwood Falls Municipal Airport.	Lat. 44°32'45" N., Long. 95°04'50" W.	Lat. 44°32'50" N., Long. 95°04'55" W.
Thief River Falls, MN:		
Thief River Falls Regional.	Lat. 48°03'53" N., Long. 96°11'01" W.	Lat. 48°03'56" N., Long. 96°10'59" W.
Zanesville' OH:		
Riverside Airport.	Lat. 39°59'10" N., Long. 81°59'00" W.	Lat. 39°59'10" N., Long. 81°59'02" W.
Lone Rock, WI: Tri-County Regional Airport	Lat. 43°12'36" N., Long. 90°11'06" W.	Lat. 43°12'41" N., Long. 90°10'54" W.
Northwest Mountain		
Akron, CO:		
Akron-Washington County Airport.	Lat. 40°10'18" N., Long. 103°12'54" W.	Lat. 40°10'32" N., Long. 103°13'18" W.
Alamosa, CO:		
San Luis Valley Regional/ Bergman Field.	Lat. 37°26'10" N., Long. 105°51'56" W.	Lat. 37°26'06" N., Long. 105°51'59" W.
Eagle, CO:		
Eagle County Regional Airport.	Lat. 39°38'37" N., Long. 106°54'50" W.	Lat. 39°38'33" N., Long. 106°55'02" W.
Burns, OR:		
Wildhorse VOR/ DME.	Lat. 43°35'36" N., Long. 118°57'15" W.	Lat. 43°35'36" N., Long. 118°57'14" W.
Bremerton, WA:		
Bremerton National Airport.	Lat. 47°29'34" N., Long. 122°45'28" W.	Lat. 47°29'35" N., Long. 122°45'40" W.
Southern		
Crestview, FL:		
Duke Field ...	Lat. 30°39'06" N., Long. 86°31'24" W.	Lat. 30°39'06" N., Long. 86°31'23" W.
Southwestern		
Truth or Consequences, NM:		
Truth or Consequences Municipal Airport.	Lat. 33°14'07" N., Long. 107°16'08" W.	Lat. 33°14'10" N., Long. 107°16'13" W.
Western-Pacific		
Imperial County, CA:		
El Centro Naval Air Field.	Lat. 32°49'32" N., Long. 115°40'28" W.	Lat. 32°49'45" N., Long. 115°40'15" W.
Saipan Island, CO:		
Saipan RBN.	Lat. 15°06'48" N., Long. 145°42'42" E.	Lat. 15°06'46" N., Long. 145°42'42" E.

Transition Areas

In NPRM Number 92–5, the FAA proposed to modify transition areas by: (1) Converting the lateral unit of measurement from statute miles to nautical miles; (2) redesignating the areas to contain intended operations under IFR; and (3) replacing control zone departure extensions with transition areas. No comments were received on this proposal.

With the exception of the modifications listed below, the FAA will adopt the proposal to modify the following transition areas. Transition areas are published in Section 71.181 of the FAA Handbook 7400.7. The descriptions of the transition areas listed in this document will be published subsequently in the Handbook 7400.7—Supplement and the corresponding Class E airspace areas in subpart E of FAA Order 7400.9, which becomes effective September 16, 1993.

FAA Region: Alaskan

Annette Island, AK
Anvik, AK
Bettles, AK
Big Lake, AK
Biorka Island, AK
Farewell, AK
Homer, AK
Huslia, AK
Iliama, AK
Johnstone Point, AK
Kenai, AK
Mekoryuk, AK
Middleton Island, AK
Moses Point, AK
Quinhagak, AK
Sand Point, AK
Selawik, AK
Yakataga, AK

FAA Region: Central

Albia, IA
Algona, IA
Atlantic, IA
Bloomfield, IA
Burlington, IA
Carroll, IA
Cedar Rapids, IA
Centerville, IA
Cherokee, IA
Clarinda, IA
Clarion, IA
Clinton, IA
Corning, IA
Cresco, IA
Creston, IA
Decorah, IA
Denison, IA
Des Moines, IA
Dubuque, IA
Eagle Grove, IA
Emmetsburg, IA
Estherville, IA

Fairfield, IA
Forest City, IA
Fort Dodge, IA
Fort Madison, IA
Greenfield, IA
Grinnell, IA
Hampton, IA
Harlan, IA
Iowa, IA
Iowa City, IA
Iowa Falls, IA
Jefferson, IA
Keokuk, IA
Knoxville, IA
Le Mars, IA
Mapleton, IA
Maquoketa, IA
Mason City, IA
Milford, IA
Monticello, IA
Muscatine, IA
Newton, IA
Oelwein, IA
Orange City, IA
Osceola, IA
Oskaloosa, IA
Ottumwa, IA
Pella, IA
Perry, IA
Pocahontas, IA
Red Oak, IA
Rock Rapids, IA
Sac City, IA
Sheldon, IA
Sibley, IA
Sioux Center, IA
Spencer, IA
Storm Lake, IA
Tipton, IA
Waverly, IA
West Union, IA
Winterset, IA
Abilene, KS
Anthony, KS
Atchison, KS
Belleville, KS
Beloit, KS
Benton, KS
Chanute, KS
Coffeyville, KS
Colby, KS
Concordia, KS
Dodge City, KS
El Dorado, KS
Emporia, KS
Eureka, KS
Fort Scott, KS
Garden City, KS
Great Bend, KS
Harper, KS
Hays, KS
Herington, KS
Hutchinson, KS
Independence, KS
Iola, KS
Johnson, KS
Kansas, KS
Kingman, KS
Lawrence, KS
Liberal, KS
Marysville, KS
McPherson, KS
Meade, KS
Neodesha, KS
Newton, KS
Norton, KS
Oakley, KS
Oberlin, KS
Olathe, Johnson County Industrial Airport, KS
Ottawa, KS
Parsons, KS
Phillipsburg, KS
Pratt, KS
Russell, KS
Saint Francis, KS
Smith Center, KS
Topeka, Forbes Airfield, KS
Ulysses, KS
Wellington, KS
Winfield/Arkansas City, KS
Aurora, MO
Cabool, MO
Cameron, MO
Cassville, MO
Charleston, MO
Chesterfield, MO
Clinton, MO
Columbia, MO
Creve Coeur, MO
Cuba, MO
Dexter, MO
Excelsior Springs, MO
Farmington, MO
Festus, MO
Fredericktown, MO
Gideon, MO
Grain Valley, MO
Grandview, MO
Hannibal, MO
Higginsville, MO
Jefferson City, MO
Kaiser, MO
Kansas City, Kansas City International Airport, MO
Kansas City, Richards-Gebaur Airport, MO
Kennett, MO
Kirksville, MO
Lake Winnebago, MO
Lamar, MO
Lebanon, MO
Macon-Fower, MO
Malden, MO
Marshall, MO
Missouri, MO
Monett, MO
Mountain Grove, MO
Mountain View, MO
Neosho, MO
Nevada, MO
New Madrid, MO
Ozark, MO
Perryville, MO
Point Lookout, MO
Poplar Bluff, MO
Rolla, Downtown Airport, MO
Rolla/Vichy, Rolla National Airport, MO
Saint Joseph, MO
Sikeston, MO
Springfield, MO
Stockton, MO
West Plains, MO
Ainsworth, NE
Albion, NE
Alliance, NE
Aurora, NE
Bassett, NE
Beatrice, NE
Broken Bow, NE
Burwell, NE
Cambridge, NE
Chadron, NE
Chappell, NE
Cozad, NE
Crete, NE
Fairbury, NE
Fairmont, NE
Falls City, NE
Fremont, NE
Gordon, NE
Gothenburg, NE
Grand Island, NE
Grant, NE
Hastings, NE
Hebron, NE
Holdrege, NE
Imperial, NE
Kearney, NE
Kimball, NE
Lexington, NE
Lincoln, NE
McCook, NE
Minden, NE
Nebraska, NE
Norfolk, NE
North Platte, NE
O'Neill, NE
Ogallala, NE
Omaha, Eppley Field, NE
Omaha, Millard Airport, NE
Ord, NE
Oshkosh, NE
Plattsmouth, NE
Seward, NE
Sidney, NE
Superior, NE
Tekamah, NE
Thedford, NE
Valentine, NE
Wahoo, NE
Wayne, NE
York, NE

FAA Region: Eastern

District of Columbia, DC
Delaware, DE
Georgetown, DE
Cambridge, MD
College Park, MD
Cumberland, MD
Gaithersburg, MD
Hagerstown, MD
Leonardtown, MD
Maryland, MD
Oakland, MD

Salisbury, MD
Westminster, Carroll County Airport, MD
Andover, NJ
Atlantic City, Atlantic City International Airport, NJ
Blairstown, NJ
Linden, NJ
Manahawkin, NJ
Manville, NJ
Matawan, NJ
New Jersey, NJ
Old Bridge, NJ
Pitman, NJ
Pittstown, NJ
Princeton, NJ
Readington, NJ
Somerville, NJ
Sussex, NJ
Vincentown, NJ
West Milford, NJ
Wildwood, NJ
Woodbine, NJ
Albany, NY
Albion, NY
Batavia, NY
Buffalo, NY
Cortland, NY
Dunkirk, NY
Durhamville, NY
East Hampton, NY
Elmira, NY
Endicott, NY
Fort Drum, NY
Fulton, NY
Glens Falls, NY
Hamilton, NY
Hornell, NY
Hudson, NY
Islip, NY
Ithaca, NY
Jamestown, NY
LeRoy, NY
Massena, NY
New York State, NY
Norwich, NY
Ogdensburg, NY
Olean, NY
Oneonta, NY
Palmyra, NY
Penn Yan, NY
Poughkeepsie, NY
Rochester, NY
Saranac Lake, NY
Schenectady, NY
Shirley, NY
Sidney, NY
Skaneateles, NY
Syracuse, NY
Watertown, NY
Wellsville, NY
Williamson, NY
Wurtsboro, NY
Allentown, PA
Altoona, PA
Annville, PA
Bedford, PA
Bloomsburg, PA
Bradford, PA
Butler, PA
Chambersburg, PA
Clarion, PA
Clearfield, PA
Coatesville, PA
Doylestown, PA
East Stroudsburg, PA
Ebensburg, PA
Factoryville, PA
Farmington, PA
Fort Indiantown Gap, PA
Franklin, PA
Galeton, PA
Greenville, PA
Grove City, PA
Harrisburg, PA
Hershey, PA
Honesdale, PA
Indiana, PA
Johnstown, PA
Lancaster, PA
Latrobe, PA
Leighton, PA
Marietta, PA
Meadville, PA
Monongahela, PA
Mount Pocono, PA
New Castle, PA
North Philadelphia, PA
Pennsylvania Furnace, PA
Perkasie, PA
Philadelphia, PA
Philipsburg, PA
Pittsburgh, PA
Pottstown, PA
Pottsville, PA
Punxsutawney, PA
Quakertown, PA
Reading, PA
Reedsville, PA
Saint Marys, PA
Selinsgrove, PA
Shamokin, PA
Somerset, PA
State College, PA
Titusville, PA
Toughkenamon, PA
Washington, PA
Wilkes-Barre, PA
Williamsport, PA
York, PA
Ashland, VA
Birch Hollow, VA
Blacksburg, VA
Brookneal, VA
Charlottesville, VA
Chase City, VA
Chesterfield, VA
Chincoteague, VA
Culpeper, VA
Danville, VA
Dublin, VA
Emporia, VA
Farmville, VA
Franklin, VA
Fredericksburg, VA
Galax, VA
Gloucester, VA
Gordonsville, VA
Hot Springs, VA
Louisa, VA
Luray, VA
Lynchburg, VA
Marion, VA
Martinsville, VA
Melfa, VA
Midland, VA
Moneta, VA
Orange, VA
Pennington Gap, VA
Petersburg, VA
Portsmouth, VA
Quinton, VA
Richmond, VA
Roanoke, VA
South Boston, VA
South Hill, VA
Staunton, VA
Suffolk, VA
Tangier, VA
Upperville, VA
Virginia, VA
Wakefield, VA
West Point, VA
Williamsburg, VA
Wise, VA
Beckley, WV
Bluefield, WV
Charleston, WV
Elkins, WV
Fairmont, WV
Martinsburg, WV
Milton, WV
Moundsville, WV
Petersburg, WV
Pineville, WV
Point Pleasant, WV
Ravenwood, WV
Summersville, WV
West Virginia, WV

FAA Region: Great Lakes

Bloomington, IL
Cairo, IL
Casey, IL
Champaign-Urbana, IL
Chicago, IL
Danville, IL
Decatur, IL
Galesburg, IL
Illinois City, IL
Lansing, IL
Lincoln, IL
Macomb, IL
Mattoon, IL
Monticello, IL
Olney, IL
Peoria, IL
Pickneyville, IL
Robinson, IL
Springfield, IL
Taylorville, IL
Anderson, IN
Angola, IN
Atterbury, IN
Auburn, IN
Bloomington, IN

Columbus, IN
Connersville, IN
Crawfordsville, IN
Elkhart, IN
Evansville, IN
Frankfort, IN
French Lick, IN
Goshen, IN
Greencastle, IN
Greenwood, IN
Huntingburg, IN
Indiana, IN
Indianapolis, Indianapolis International Airport, IN
Jeffersonville, IN
Kentland, IN
Knox, IN
Kokomo, IN
La Porte, IN
Lafayette, Aretz Airport, IN
Lafayette, Purdue University Airport, IN
Logansport, IN
Lowell, IN
Madison, IN
Marion, IN
Monticello, IN
Mount Comfort, IN
Muncie, IN
Nappanee, IN
North Vernon, IN
Peru, IN
Plymouth, IN
Portland, IN
Rensselaer, IN
Richmond, IN
Rochester, IN
Shelbyville, IN
Sheridan, IN
Sullivan, IN
Tell City, IN
Terre Haute, IN
Warsaw, IN
Washington, IN
Winchester, IN
Adrian, MI
Alpena, MI
Bellaire, MI
Benton Harbor, MI
Big Rapids, MI
Clare, MI
Deckerville, MI
Detroit, MI
Dowagiac, MI
Eaton Rapids, MI
Escanaba, MI
Frankfort, MI
Fremont, MI
Gaylord, MI
Grand Ledge, MI
Grand Rapids, MI
Hancock, Houghton County Memorial Airport, MI
Harbor Springs, MI
Hastings, MI
Howell, MI
Iron Mountain, MI
Ironwood, MI
Jackson, MI
K.I. Sawyer Air Force Base, MI
Kalamazoo/Battle Creek International Airport, MI
Lansing, MI
Manistee, MI
Marquette, MI
Menominee, MI
Michigan, MI
Pellston, MI
Roscommon, MI
Sault Sainte Marie, Chippewa County Airport, MI
Standish, MI
Sturgis, MI
Traverse City, MI
Watersmeet, MI
Aitkin, MN
Baudette, MN
Bemidji, MN
Brainerd, MN
Caledonia, MN
Cloquet, MN
Dodge Center, MN
Duluth, Duluth International Airport, MN
Ely, MN
Eveleth-Virginia Municipal Airport, MN
Fairmont, MN
Fergus Falls, MN
Hallock, MN
Hawley, MN
Hibbing, MN
Litchfield, MN
Mankato, MN
Minnesota, MN
Mora, MN
Orr, MN
Ramsey, Gateway North Industrial Airpark, MN
Rochester, MN
Roseau, MN
Saint Cloud, MN
Winona, MN
Worthington, MN
Bowman, ND
Casselton, ND
Devils Lake, ND
Dickinson, ND
Grand Forks, ND
Hettinger, ND
Jamestown, ND
Litchville, ND
Mandan, ND
Mohall, ND
New Town, ND
Watford City, ND
Williston, ND
Alliance, OH
Ashland, OH
Ashtabula, OH
Athens-Albany, Ohio University Airport, OH
Beach City, OH
Bellefontaine, OH
Bryan, OH
Bucyrus, OH
Cadiz, OH
Cambridge, OH
Carrollton, OH
Celina, OH
Circleville, OH
Coshocton, OH
Dayton, Green County Airport, OH
Defiance, OH
Delaware, OH
East Liverpool, OH
Elyria, OH
Findlay, OH
Fostoria, OH
Fremont, OH
Gallipolis, OH
Georgetown, OH
Harrison, OH
Hillsboro, OH
Jackson, OH
Kenton, OH
Lebanon, OH
London, OH
Marion, OH
Marysville, OH
Medina, OH
Middlefield, OH
Middletown, OH
Millersburg, OH
Mount Gilead, OH
Mount Vernon, OH
Napoleon, OH
New Lexington, OH
New Philadelphia, OH
Newark, OH
Ohio, OH
Ottawa, OH
Oxford, OH
Phillipsburg, OH
Port Clinton, OH
Portsmouth, OH
Saint Clairsville, OH
Salem, OH
Sidney, OH
Tiffin, OH
Upper Sandusky, OH
Urbana, OH
Van Wert, OH
Versailles, OH
Wadsworth, OH
Washington Court House, OH
West Union, OH
Woodsfield, OH
Wooster, OH
Youngstown, Youngstown Municipal Airport, OH
Zanesville, OH
Thunder Bay, ON
Aberdeen, SD
Britton, SD
Madison, SD
Mitchell, SD
Mobridge, SD
Philip, SD
Pierre, SD
Spearfish, SD
Vermillion, SD
Wagner, SD
Winner, SD
Yankton, SD
Amery, WI
Antigo, WI
Ashland, WI

Baraboo, WI
Black River Falls, WI
Boscobel, WI
Burlington, WI
Cable, WI
Clintonville, WI
Cumberland, WI
Eagle River, WI
Eau Claire, WI
Grantsburg, WI
Green Bay, WI
Hayward, WI
Janesville, WI
Juneau, WI
Kenosha, WI
LaCrosse, WI
Ladysmith, WI
Land O'Lakes, WI
Lone Rock, WI
Madison, WI
Manitowoc, WI
Marshfield, WI
Medford, WI
Merrill, WI
Milwaukee, WI
Mineral Point, WI
Monroe, WI
Mosinee, WI
Neillsville, WI
New Holstein, WI
New Richmond, WI
Oconto, WI
Osceola, WI
Oshkosh, WI
Phillips, WI
Platteville, WI
Prairie DuChien, WI
Pulaski, WI
Rhinelander, WI
Sheboygan, WI
Shell Lake, WI
Siren, WI
Solon Springs, WI
Stevens Point, WI
Sturgeon Bay, WI
Superior, WI
Waupaca, WI
Wausau, WI
West Bend, WI
Wisconsin, WI

FAA Region: New England

Bozrah, CT
Bridgeport, CT
Chester, CT
Connecticut, CT
Danbury, CT
Madison, CT
Meriden, CT
New Haven, CT
Oxford, CT
Willimantic, CT
Windsor Locks, Bradley International Airport, CT
Augusta, ME
Bangor, ME
Belfast, ME
Biddeford, ME
Fryeburg, ME
Greenville, ME
Houlton, ME
Lincoln, ME
Machias, ME
Maine, ME
Millinocket, ME
Norridgewock, ME
Old Town, ME
Sanford, ME
Wiscasset, ME
Boston, MA
Fall River, MA
Fitchburg, MA
Gloucester, MA
Great Barrington, MA
Haverhill, MA
Marshfield, MA
Nantucket, MA
New Bedford, MA
Newburyport, MA
Northampton, MA
Palmer, MA
Pittsfield, MA
Provincetown, MA
Southbridge, MA
Taunton, MA
Westfield, MA
Worcester, MA
Berlin, NH
Keene, NH
Laconia, NH
Lebanon, NH
New Hampshire, NH
North Conway, NH
Rochester, NH
Whitefield, NH
Newport, RI
North Kingstown, RI
Pawtucket, RI
Rhode Island, RI
Bennington, VT
Highgate, VT
Lydonville, VT
Newport, VT
Rutland, VT
Vermont, VT
West Dover, VT

FAA Region: Northwest Mountain

Alamosa, CO
Aspen, CO
Blue Mesa, CO
Burlington, CO
Colorado Springs, CO
Cortez, CO
Denver, Centennial Airport, CO
Erie, CO
Fort Collins, CO
Fort Morgan, CO
Grand Junction, CO
Greeley, CO
Hayden, CO
Holyoke, CO
Hugo, CO
Kremmling, CO
La Junta, CO
Lamar, CO
Meeker, CO
Pueblo, CO
Rifle, CO
Sterling, CO
Telluride, CO
Tobe, CO
Boise, ID
Burley, ID
Dubois, ID
Gooding, ID
Hailey, ID
Idaho Falls, ID
Malad City, ID
McCall, ID
Mullan Pass, ID
Pocatello, ID
Rexburg, ID
Bozeman, MT
Butte, MT
Chouteau, MT
Conrad, MT
Coppertown, MT
Cutbank, MT
Dillon, MT
Forsyth, MT
Glasgow, MT
Great Falls, MT
Havre, MT
Helena, MT
Kalispell, MT
Lewistown, MT
Missoula, MT
Polson, MT
Shelby, MT
Wolf Point, MT
Baker, OR
Bend, OR
Burns, OR
Klamath Falls, OR
La Grande, OR
Lakeview, OR
Medford, OR
North Bend, OR
Ontario, OR
Redmond, OR
Roseburg, OR
Salem, OR
Tillamook, OR
Bonneville, UT
Brigham City, UT
Bryce Canyon, UT
Cedar City, UT
Delta, UT
Duchesne, UT
Huntington, UT
Logan, UT
Lucin, UT
Milford, UT
Moab, UT
Ogden, UT
Price, UT
Roosevelt, UT
Salt Lake City, UT
Tooele, UT
Vernal, UT
Wendover, UT
Ellensburg, WA
Kelso, WA
Omak, WA
Pasco, WA

Quincy, WA
Seattle, WA
Walla Walla, WA
Big Piney, WY
Buffalo, WY
Casper, WY
Cheyenne, WY
Cody, WY
Cowley, WY
Douglas, WY
Evanston, WY
Fort Bridger, WY
Gillette, WY
Greybull, WY
Jackson, WY
Laramie, WY
Rawlins, WY
Riverton, WY
Sheridan, WY
Torrington, WY
Worland, WY

FAA Region: Southern

Alabama, AL
Alabaster, AL
Alexander City, AL
Anniston, AL
Auburn, AL
Bay Minette, AL
Brewton, AL
Butler, AL
Centre, AL
Clanton, AL
Clayton, AL
Cullman, AL
Demopolis, AL
Dothan, AL
Eufaula, AL
Evergreen, AL
Fayette, AL
Foley, AL
Gadsden, AL
Greensboro, AL
Greenville, AL
Gulf Shores, AL
Haleyville, AL
Hamilton, AL
Huntsboro, AL
Huntsville, AL
Jasper, AL
Lanett, AL
Mobile, AL
Montgomery, AL
Muscle Shoals, AL
Selma, AL
Sylacauga, AL
Troy, AL
Tuscaloosa, AL
Tuskegee, AL
Vernon, AL
Wetumpka, AL
Brooksville, FL
Bunnell, FL
Daytona Beach, FL
Deland, FL
Eglin Air Force Base, FL
Fernandina Beach, FL
Florida, FL
Fort Myers, FL
Gainesville, FL
Immokalee, FL
Keystone Heights, FL
Lake City, FL
Leesburg, FL
Marathon, FL
Marco Island, FL
Marianna, FL
Melbourne, FL
Miami, Dade-Collier Training and Transition Airport, FL
Naples, FL
New Port Richey, FL
New Smyrna Beach, FL
Ocala, FL
Pahokee, FL
Palatka, FL
Perry, FL
Saint Augustine, FL
Sarasota, FL
Sebring, FL
Titusville, FL
Venice, FL
West Palm Beach, FL
Williston, FL
Zephyrhills, FL
Albany, GA
Alma, GA
Americus, GA
Athens, GA
Augusta, GA
Baxley, GA
Brunswick, GA
Cairo, GA
Camilla, GA
Carrollton, GA
Cartersville, GA
Cedartown, GA
Claxton, GA
Cochran, GA
Columbus, GA
Cordele, GA
Covington, GA
Dalton, GA
Donalsonville, GA
Douglas, GA
Dublin, GA
Eastman, GA
Elberton, GA
Fitzgerald, GA
Fort Stewart, GA
Gainesville, GA
Greensboro, GA
Griffin, GA
Hazlehurst, GA
Hinesville, GA
Homerville, GA
Jasper, GA
Jefferson, GA
Jesup, GA
La Grange, GA
Lawrenceville, GA
Madison, GA
McRae, GA
Metter, GA
Milledgeville, GA
Moultrie, GA
Nashville, GA
Newnan, GA
Peachtree City, GA
Pine Mountain, GA
Plains, GA
Rome, GA
Saint Mary's, GA
Sandersville, GA
Statesboro, GA
Swainsboro, GA
Sylvania, GA
Tifton, GA
Toccoa, GA
Valdosta, GA
Vidalia, GA
Washington, GA
Waycross, GA
Winder, GA
Ashland, KY
Bardstown, KY
Campbellsville, KY
Danville, KY
Elizabethtown, KY
Flemingsburg, KY
Frankfort, KY
Glasgow, KY
Greenville, KY
Hawesville, KY
Henderson, KY
Hopkinsville, KY
Jackson, KY
Kentucky, KY
Madisonville, KY
Mayfield, KY
Monticello, KY
Mount Sterling, KY
Owensboro, KY
Paducah, Barkley Regional Airport, KY
Paducah, Farrington Airport, KY
Richmond, KY
Russellville, KY
Springfield, KY
Sturgis, KY
Bay Saint Louis, MS
Booneville, MS
Brookhaven, MS
Cleveland, MS
Columbia, MS
Corinth, MS
Drew, MS
Fulton, MS
Greenville, MS
Greenwood, MS
Hattiesburg, MS
Holly Springs, MS
Indianola, MS
Jackson, MS
Kosciusko, MS
Laurel, MS
Louisville, MS
Marks, MS
McComb, MS
Natchez, MS
Okolona, MS
Oxford, MS
Philadelphia, MS
Picayune, MS
Prentiss, MS
Ripley, MS
Starkville, MS

Tupelo, MS
Vicksburg, MS
Yazoo City, MS
Ahoskie, NC
Albermarle, NC
Asheboro, NC
Asheville, NC
Aurora, NC
Beaufort, NC
Clinton, NC
Edenton, NC
Elizabeth City, NC
Elkin, NC
Erwin, NC
Hatteras, NC
Jacksonville, Albert J. Ellis, NC
Kenansville, NC
Kinston, NC
Lexington, NC
Liberty, NC
Lumberton, NC
Manteo, NC
Maxton, Laurinburg-Maxton Airport, NC
Mocksville, NC
Monroe, NC
Morganton, NC
Mount Airy, NC
New Bern, NC
Ocracoke, NC
Oxford, NC
Plymouth, NC
Raeford, NC
Roanoke Rapids, NC
Rockingham, NC
Rocky Mount, NC
Roxboro, NC
Rutherfordton, NC
Sanford, NC
Shelby, NC
Smithfield, NC
Southern Pines, NC
Southport, NC
Statesville, NC
Wadesboro, NC
Wallace, NC
Walnut Cove, NC
Washington, NC
Waxhaw, NC
West Jefferson, NC
Whiteville, NC
Wilkesboro, NC
Williamston, NC
Wilmington, NC
Wilson, NC
Winston-Salem, NC
Ponce, PR
Puerto Rico, PR
San Juan, PR
San Juan, Isla Grande Airport, PR
Aiken, SC
Allendale, SC
Barnwell, SC
Beaufort, SC
Bennettsville, SC
Camden, SC
Charleston, SC
Cheraw, SC
Chester, SC
Clemson, SC
Conway, SC
Darlington, SC
Dillon, SC
Florence, SC
Georgetown, SC
Greenwood, SC
Greer, SC
Hartsville, SC
Hemingway, SC
Hilton Head Island, SC
Kingstree, SC
Lake City, SC
Lancaster, SC
Laurens, SC
Loris, SC
Manning, SC
Marion, SC
Moncks Corner SC
Myrtle Beach, SC
Newberry, SC
Orangeburg, SC
Saint George, SC
Spartanburg, SC
Sumter, Shaw Air Force Base, SC
Union, SC
Walterboro, SC
Winnsboro, SC
Athens, TN
Bolivar, TN
Camden, TN
Centerville, TN
Clifton, TN
Cookeville, TN
Crossville, TN
Dayton, TN
Dickson, TN
Dyersburg, TN
Fayetteville, TN
Greeneville, TN
Humbolt, TN
Huntingdon, TN
Jacksboro, TN
Jackson, TN
Jamestown, TN
Jasper, TN
Knoxville, TN
Lafayette, TN
Lawrenceburg, TN
Lexington, TN
Livingston, TN
Morristown, TN
Mount Pleasant, TN
Oneida, TN
Paris, TN
Parsons, TN
Pulaski, TN
Rockwood, TN
Savannah, TN
Shelbyville, TN
Smithville, TN
Sparta, TN
Tennessee, TN
Trenton, TN
Tullahoma, TN
Union City, TN
Charlotte Amalie, Cyril E. King Airport, VI
Christiansted-St. Croix, VI

FAA Region: Southwest

Almyra, AR
Arkansas, AR
Batesville, AR
Brinkley, AR
Camden, AR
Carlisle, AR
Cherokee Village, AR
Clarksville, AR
Conway, AR
Corning, AR
DeQueen, AR
Dumas, AR
El Dorado, AR
Fayetteville, AR
Forrest City, AR
Hampton, AR
Heber Springs, AR
Hope, AR
Lake Village, AR
Magnolia, AR
Malvern, AR
McGehee, AR
Mena, AR
Monticello, AR
Morrilton, AR
Mountain View, AR
Newport, AR
Ozark, AR
Paragould, AR
Pine Bluff, AR
Russellville, AR
Searcy, AR
Stuttgart, AR
Texarkana, AR
Walnut Ridge, AR
Warren, AR
West Helena, AR
Bastrop, LA
Baton Rouge, LA
Bogalusa, LA
Cameron, LA
Coushatta, LA
Covington, LA
De Quincy, LA
De Ridder, LA
Fort Polk, LA
Grande Isle, LA
Hammond, LA
Homer, LA
Houma, LA
Jennings, LA
Jonesboro, LA
Lake Charles, Lake Charles Regional Airport, LA
Lake Providence, LA
Leeville, LA
Mansfield, LA
Many, LA
Marksville, LA
Minden, LA
Morgan City, LA
Natchitoches, LA
New Orleans, LA
Opelousas, LA
Port Sulphur, LA
Rayville, LA
Shreveport, LA
Slidell, LA
Springhill, LA

Tallulah, LA
Thibodaux, LA
Venice, LA
Welsh, LA
Winnfield, LA
Alamogordo, NM
Artesia, NM
Belen, NM
Clovis, NM
Crownpoint, NM
Deming, NM
Gallup, NM
Las Cruces, NM
Las Vegas, NM
Lovington, NM
New Mexico, NM
Raton, NM
Roswell, NM
Ruidoso, NM
Santa Fe, NM
Silver City, NM
Socorro, NM
Taos, NM
Tucumcari, NM
Ada, OK
Afton, OK
Altus, OK
Alva, OK
Antlers, OK
Ardmore, OK
Boise City, OK
Bristow, OK
Buffalo, OK
Burns Flat, OK
Chickasha, OK
Clinton, OK
Cushing, OK
Duncan, OK
Durant, OK
Elk City, OK
Fairview, OK
Fortsill, OK
Gage, OK
Grove, OK
Guthrie, OK
Guymon, OK
Henryetta, OK
Hobart, OK
Holdenville, OK
Idabel, OK
Madill, OK
Medford, OK
Miami, OK
Mooreland, OK
Muskogee, OK
Oklahoma, OK
Okmulgee, OK
Pauls Valley, OK
Perry, OK
Ponca City, OK
Poteau, OK
Pryor, OK
Sallisaw, OK
Tahlequah, OK
Watonga, OK
Weatherford, OK
Woodward, OK
Abilene, Dyess Air Force Base, TX
Alpine, TX
Anahuac, TX
Andrews, TX
Athens, TX
Atlanta, TX
Austin, Robert Mueller Municipal Airport, TX
Ballinger, TX
Bay City, TX
Beaumont, TX
Berclair, TX
Big Lake, TX
Big Sandy, TX
Big Spring, TX
Bonham, TX
Borger, TX
Bowie, TX
Breckenridge, TX
Brenham, TX
Brownfield, TX
Caddo Mills, TX
Caldwell, TX
Canadian, TX
Carrizo Springs, TX
Carthage, TX
Center, TX
Childress, TX
Cleveland, TX
Coleman, TX
College Station, TX
Commerce, TX
Corsicana, TX
Cotulla, TX
Crosbyton, TX
Dalhart, TX
Devine, TX
Dumas, TX
Eastland, TX
Edna, TX
Fairfield, TX
Falfurrias, TX
Fort Stockton, TX
Franklin, TX
Fredericksburg, TX
Gainesville, TX
Georgetown, TX
Giddings, TX
Graford, TX
Graham, TX
Granbury, TX
Greenville, TX
Gruver, Cluck Ranch Airport, TX
Gruver, Municipal Airport, TX
Hamilton, TX
Henderson, TX
Hereford, TX
Hondo, TX
Jasper, TX
Johnson City, TX
Jonestown, TX
Junction, TX
Katy, TX
Kenedy, TX
Kountze-Silsbee, TX
La Pryor, TX
Lake Jackson, TX
Lamesa, TX
Lampasas, TX
Levelland, TX
Liberty, TX
Littlefield, TX
Llano, TX
Lone Star, TX
Longview, TX
Madisonville, TX
Marble Falls, TX
Marfa, TX
Marshall, TX
Mason, TX
McAllen, TX
Mexia, TX
Mineola, TX
Monahans, TX
Mount Pleasant, TX
Muleshoe, TX
Navasota, TX
New Braunfels, TX
Oakwood, TX
Olney, TX
Orange, TX
Paducah, TX
Palacios, TX
Pampa, TX
Paris, TX
Pearsall, TX
Pecos, TX
Perryton, TX
Plainview, TX
Pleasanton, TX
Port Isabel, TX
Port Lavaca, TX
Port O'Connor, TX
Presidio, TX
Refugio, TX
Robstown, TX
Rocksprings, Four Square Ranch Airport, TX
San Marcos, TX
Seminole, TX
Sherman, TX
Sinton, TX
Sonora, TX
Spearman, TX
Spofford, TX
Stephenville, TX
Stratford, TX
Sweetwater, TX
Taylor, TX
Terrell, TX
Uvalde, TX
Vernon, TX
Waco, TX
Waller, TX
Waring, TX
Wheeler, TX
Wink, TX
Winnsboro, TX
Yoakum, TX

FAA Region: Western-Pacific

Cameron, AZ
Casa Grande, AZ
Cochise, AZ
Douglas, AZ
Flagstaff, AZ
Fort Huachua, AZ
Gila Bend, AZ
Grand Canyon, AZ

Kingman, AZ
Lake Havasu, AZ
Nogales, AZ
Prescott, AZ
Saint Johns, AZ
San Simon, AZ
Show Low, AZ
Window Rock, AZ
Winslow, AZ
Alturas, CA
Burbank, CA
Columbia, CA
Colusa, CA
Crescent City, CA
Daggett, CA
Edwards Air Force Base, CA
El Centro, Imperial County Airport, CA
El Rico, CA
Firebaugh, CA
Fort Jones, CA
Fortuna, CA
Gorman, CA
Half Moon Bay, CA
Klamath, CA
LeMoore Naval Air Station, CA
Little River, CA
Livermore, CA
Lodi, CA
Lompac, Lompac Airport, CA
Los Angeles, CA
Los Banos, CA
Madera, CA
Marysville, CA
Marysville, Beale Air Force Base, CA
Maxwell, CA
Merced, CA
Modesto City, CA
Mojave, CA
Montague, CA
Needles, CA
Oakdale, CA
Oceanside, CA
Ontario, CA
Orland, CA
Palm Springs, CA
Parker, CA
Paso Robles County, CA
Placerville, CA
Porterville, CA
Priest, CA
Ramona, CA
Red Bluff, CA
Rio Vista CA
Riverside, CA
Salyer Farms, CA
San Diego, CA
San Rafael, CA
Santa Barbara, CA
Santa Catalina, CA
Santa Rosa, CA
Santa Ynez, CA
Stockton, CA
Sunol, CA
Thermal, CA
Tracy, CA
Twentynine Palms, CA
Vacaville, CA
Vandenberg Air Force Base, CA
Victorville, Georgé Air Force Base, CA
Willows, Glen County Airport, CA
Woodland, CA
Hilo International Airport, General Lyman Field, HI
Kahului, HI
Kailua-Kona, HI
Kaneohe Marine Corp Air Station, HI
Kapalua, West Maui Airport, HI
Lanai, HI
Molokai, HI
Pohakuloa, Bradshaw Air Force Base, HI
Kwajalein Island, MQ
Midway Island, Midway Naval Air Facility, MQ
Battle Mountain, NV
Coaldale, NV
Elko, NV
Ely, NV
Hawthorne, NV
Indian Springs, NV
Lovelock, NV
Reno, Cannon International Airport, NV
Wells, NV
Winnemucca, NV
Yerlington, NV

The airspace areas listed below have been amended since the review of transition areas by the FAA regions and these amendments were not proposed in NPRM Number 92–5, or they are being revised to include technical corrections or minor modifications. Because this action does not change the boundaries and configuration of any of these areas, with respect to these areas it is insignificant in nature and impact and inconsequential to the industry and public. Therefore, notice and public procedure under 5 U.S.C. 533(b) are unnecessary.

FAA Region: Central

Ames, IA: The airspace description for this area is revised according to Airspace Docket Number 91–ACE–4.

FAA Region: Eastern

Chantilly, VA: The airspace description for this area is revised according to Airspace Docket Number 91–AEA–01.

FAA Region: Great Lakes

Grayling, MI: The airspace description for this area, which was established by Airspace Docket Number 91–AGL–10, is added to this final rule.

Anoka, MN: The airspace description for this area, which was revoked by Airspace Docket Number 92–AGL–3 , is not included in this final rule.

Austin, MN: The airspace description for this area is revised according to Airspace Docket Number 91–AGL–12.

Cook, MN: The airspace description for this area, which was established by Airspace Docket Number 91–AGL–7, is added to this final rule.

Motley, MN: The airspace description for this area is revised according to Airspace Docket Number 91–AGL–16.

Warroad, MN: The airspace description for this area is revised according to Airspace Docket Number 91–AGL–13.

Willmar, MN: The airspace description is revised according to Airspace Docket Number 91–AGL–8.

Gwinner, ND: The airspace description for this area, which was established by Airspace Docket Number 92–AGL–4, is added to this final rule.

Belle Fourche, SD: The airspace description for this area, which was established by Airspace Docket Number 91–AGL–9, is added to this final rule.

Delavan, WI: The airspace description for this area is revised according to Airspace Docket Number 92–AGL–1.

Lake Geneva, WI: The airspace description for this area, which was revoked by Airspace Docket Number 92–AGL–1, is not included in this final rule.

Rice Lake, WI: The airspace description for this area is revised according to Airspace Docket Number 91–AGL–11.

FAA Region: Northwest Mountain

Salmon, ID: The airspace description for this area, which was established by Airspace Docket Number 92–ANM–1, is added to this final rule.

Anaconda, MT: The airspace description for this area, which was established by Airspace Docket Number 91–ANM–1, is added to this final rule.

Enterprise, MT: The airspace description for this area, which was established by Airspace Docket Number 92–ANM–6, is added to this final rule.

Albany, OR: The airspace description for this area, which was established by Airspace Docket Number 91–ANM–8, is added to this final rule.

The Dalles, OR: The airspace description for this area is revised according to Airspace Docket Number 91–ANM–11.

Sun River, OR: The airspace description for this area, which was established by Airspace Docket Number 91–ANM–12, is added to this final rule.

Hanksville, UT: The airspace description for this area, which was revoked by Airspace Docket Number 92–ANM–12, is not included in this final rule.

Pullman, WA: The airspace description for this area is revised according to Airspace Docket Number 90–ANM–08.

Kemmerer, WY: The airspace description for this area, which was established by Airspace Docket Number 91–ANM–3, is added to this final rule.

FAA Region: Southern

Punta Gorda, FL: The airspace description for this area is revised according to Airspace Docket Number 91–ASO–13.

FAA Region: Southwest

Los Alamos, NM: The airspace description for this area, which was established by Airspace Docket Number 91–ASW–22, is added to this final rule.

FAA Region: Western-Pacific

Mesquite, NV: The airspace description for this area, which was established by Airspace Docket Number 91–AWP–17, is added to this final rule.

Revisions to proposed airspace areas by including technical corrections and airspace changes:

FAA Region: Alaskan

Adak, AK: The airspace description is revised to delete the extension area that begins 2 miles south of the ADAK TACAN 062° radial and extends from the 7-mile radius of the Adak NAS Airport to 7.7 miles northeast of the airport. It is also revised to replace the reference to the "Adak, NAS Airport, AK Control Zone," with the "Adak, AK Control Zone."

Ambler, AK: The airspace description is revised to include editorial changes.

Amchitka Island, AK: The airspace description is revised to include editorial changes; to replace the transition area title "Amchitka, AK" with "Amchitka Island, AK" to match the control zone title; and to replace the reference to the "Amchitka Island Airport, AK Control Zone" with "Amchitka Island, AK Control Zone." It is also revised to delete the extension area based on the 056° radial of the Amchitka VORTAC in the portion of the transition area that extends upward from 1,200 feet above the surface.

Anchorage, AK: The airspace description is revised to replace all references to the "Anchorage VOR" with "Anchorage VOR/DME," and to replace all references to "mean sea level" with "MSL."

Aniak, AK: The airspace description is revised to include editorial changes and to clarify that the portion of the transition area that extends upward from 1,200 feet above the surface within 8 miles north and 4 miles south of the Aniak localizer front course extends from the Aniak Airport to 22.4 miles west of the airport.

Barrow, Barrow/Wiley Post-Will Rogers Memorial Airport, AK: The airspace description is revised to include editorial changes and to delete the reference to the airspace within 1.3 miles each side of the 065° radial of the Barrow VORTAC extending from the 6.6-mile radius of the Barrow/Wiley Post-Will Rogers Memorial Airport to 8.6 miles northeast of the airport. This airspace is already covered by the two radii surrounding the Barrow/Wiley Post-Will Rogers Memorial Airport and the localizer extension.

Bethel, AK: The airspace description is revised to include editorial changes and to replace the reference to the "Aniak Airport, AK Transition Area" with "Aniak, AK Transition Area" and the reference to the "Bethel Airport, AK Control Zone" with "Bethel, AK Control Zone."

Big Delta, AK: The airspace description is revised to redefine the parameters of the transition area surrounding Allen AAF Airport. It is also revised to replace the reference to the "Big Delta, Allen AAF Airport, AK Control Zone," with the "Big Delta, AK Control Zone."

Cold Bay, AK: The airspace description is revised to include editorial changes, to clarify that the airspace that extends from the Elfee NDB to 21.7 miles northwest of the Cold Bay Airport is within 4.5 miles west and 8 miles east of the Elfee NDB 318° bearing, and to clarify that the extension area based on the Cold Bay Localizer back course extends from the Cold Bay Airport to 15.7 miles south of the airport. In addition, the airspace description is revised to replace the reference to the "Cold Bay Airport, AK Control Zone," with the "Cold Bay, AK Control Zone."

Cordova, AK: The airspace description is revised to include editorial changes, and to replace all references to the "Cordova Localizer" with "Merle K. (Mudhole) Smith Localizer."

Deadhorse, AK: The airspace description is revised to replace the reference to the "Deadhorse Airport, AK Control Zone," with the "Deadhorse, AK Control Zone."

Dillingham, AK: The airspace description is revised to include editorial changes and to replace the reference to the "Dillingham Airport, AK Control Zone," with "Dillingham, AK Control Zone."

Emmonak, AK: The airspace description is revised to include editorial changes.

Fairbanks, Eielson Air Force Base: AK: The airspace description is revised to include editorial changes, to replace all references to the "Eielson AFB Airport" with "Eielson AFB," and to replace the reference to the "Eielson AFB Airport, AK Control Zone" with "Fairbanks, Eielson AFB, AK Control Zone."

Fairbanks, International Airport, AK: The airspace description is revised to include editorial changes.

Fairbanks, Wainwright Army Air Field, AK: The airspace description is revised to include editorial changes, to replace all references to the "Wainwright AAF Airport" with "Wainwright AAF," and to replace the reference to "Eielson AFB Airport, AK" with "Fairbanks, Eielson AFB, AK" and "Wainwright AAF Airport, AK" with "Fairbanks, Wainwright AAF, AK."

Fort Yukon, AK: The airspace description is revised to include editorial changes.

Galena, AK: The airspace description is revised to include editorial changes.

Gambell, AK: The airspace description is revised to include editorial changes.

Gulkana, AK: The airspace description is revised to include editorial changes.

Gustavus, AK: The airspace description is revised to include editorial changes, and to replace all references to "mean sea level" with "MSL."

Hooper Bay, AK: The airspace description is revised to include editorial changes.

Juneau, AK: The airspace description is revised to include editorial changes, to replace all references to the "Juneau Airport" with "Juneau International Airport," and to replace the reference to the "Juneau Airport, AK Control Zone," with "Juneau, AK Control Zone." It is also revised to delete the extension area based on the 271° bearing of the Coghilan Island NDB in the portion of the transition area that extends upward from 1,200 feet above the surface. In addition, it is revised to delete the exclusion for the airspace more than 12 miles from the shoreline.

Ketchikan, AK: The airspace description is revised to include editorial changes; replace the reference to the "Ketchikan Airport, AK Control Zone" with "Ketchikan, AK Control Zone;" to change the distance each side of the Ketchikan Localizer east course from 1.8 miles to 1.9 miles; to change the floor of the airspace within 13.2 miles east and 10.5 miles west of the 165° radial from 1,200 feet above the surface to 4,700 feet MSL; and to replace the reference from "(and that airspace extending upward from 1,200 feet above the surface) within 9 miles east and 14 miles west of the Ketchikan Airport to 42.7 miles west of the Ketchikan Airport and within 15.6 miles west of the 311° radial of the Annette Island VORTAC extending from 15.8 miles west of the Annette Island VORTAC to 56.8 miles

west of the Annette Island VORTAC and within 4 miles east of the 353° radial of the Annette Island VORTAC extending from the 12-mile radius of the Annette Island VORTAC to the Ketchikan Localizer east course" with "and that airspace extending upward from 5,700 feet MSL within 15.6 miles west of the VORTAC to 56.8 miles west of the VORTAC and within 9 miles north and 14 miles south of the Ketchikan Localizer west course extending from 4.3 miles west of the airport to 42.7 miles west of the airport".

King Salmon, AK: The airspace description is revised to include editorial changes.

Kipnuk, AK: The airspace description is revised to include editorial changes.

Kodiak, AK: The airspace description is revised to include editorial changes, to replace all references to "mean sea level" with "MSL," and to replace the reference to the "Kodiak Airport, AK Control Zone" with "Kodiak, AK Control Zone."

Kotzebue, AK: The airspace description is revised to include editorial changes, to replace all references to the "Kotzebue/Ralph Wien Memorial Airport" with "Ralph Wien Memorial Airport," and to replace the reference to the "Kotzebue/Ralph Wien Memorial Airport, AK Control Zone" with "Kotzebue, AK Control Zone."

McGrath, AK: The airspace description is revised to include editorial changes, and to replace the reference to the "McGrath Airport, AK Control Zone" with "McGrath, AK Control Zone."

Nenana, AK: The airspace description is revised to include editorial changes, and to replace all references to the "Nenana Airport" with "Nenana Municipal Airport."

Nome, AK: The airspace description is revised to include editorial changes, and to replace the reference to the "Nome Airport, AK Control Zone" with "Nome, AK Control Zone."

Northway, AK: The airspace description is revised to include editorial changes.

Petersburg, AK: The airspace description is revised to include editorial changes, to replace all references to mean sea level" with "MSL," and to replace the reference to the "Sitka Airport, AK Transition Area" with "Sitka, AK Transition Area."

Point Hope, AK: The airspace description is revised to include editorial changes.

Port Heiden, AK: The airspace description is revised to include editorial changes.

Saint Marys, AK: The airspace description is revised to include editorial changes.

Saint Paul Island, AK: The airspace description is revised to include editorial changes, and to replace the reference to the "197° bearing from the St. Paul NDB/DME" with "018° bearing from the St. Paul NDB/DME."

Savoonoa, AK: The airspace description is revised to include editorial changes.

Shemya, AK: The airspace description is revised to replace all references to the "Shemya AFB Airport" with "Shemya AFB," to clarify the perimeter of the airspace that extends upward from 1,200 feet above the surface, and to replace the reference to the "Shemya AFB Airport, AK Control Zone" with "Shemya, AK Control Zone."

Shishmaref, AK: The airspace description is revised to include editorial changes, and to replace all references to the "Shishmaref Airport" with "Shishmaref/New Airport."

Sitka, AK: The airspace description is revised to expand the extension area based on the 029° radial of the Biorka Island VORTAC to 1 mile south of the VORTAC, and to revise the airspace area surrounding the Sitka Localizer front course. This area now extends from the Sitka localizer to 13.5 miles southeast, not 13.5 miles west as proposed, of the Sitka Airport. The airspace description is also revised to include editorial changes, to replace the reference to the "Juneau Airport, AK, and Ketchikan Airport, AK Transition Areas" with "Juneau, AK, and the Ketchikan, AK Transition Areas," and to replace the reference to the "Sitka Airport, AK Control Zone" with "Sitka, AK Control Zone."

Soldotna, AK: The airspace description is revised to include editorial changes.

Talkeetna, AK: The airspace description is revised to include editorial changes, and to replace the references to: "Anchorage International Airport, AK" with "Anchorage, AK" and "Talkeetna Airport, AK Control Zone" with "Talkeetna, AK Control Zone."

Tanana, AK: The airspace description is revised to include editorial changes, to replace all references to the "Tanana Airport" with "Ralph M. Calhoun Memorial Airport," and to replace the reference to the "Tanana Airport, AK Control Zone" with "Tanana, AK Control Zone."

Togiak, AK: The airspace description is revised to include editorial changes.

Umiat, AK: The airspace description is revised to include editorial changes.

Unalakleet, AK: The airspace description is revised to include editorial changes, and to replace the reference to the "Unalakleet Airport, AK Control Zone" with "Unalakleet, AK Control Zone."

Unalaska, AK: The airspace description is revised to include editorial changes.

Valdez, AK: The airspace description is revised to include editorial changes, and to replace all references to "mean sea level" with "MSL."

Wrangell, AK: The airspace description is revised to include editorial changes; to replace all references to "mean sea level" with "MSL;" and to clarify that the extension based on the Wrangell Localizer front course is southeast of the Wrangell Airport.

Yakutat, AK: The airspace description is revised to include editorial changes, and to replace the reference to the "Yakutat Airport, AK Control Zone" with the "Yakutat, AK Control Zone."

FAA Region: Central

Independence, IA: The airspace description is revised to replace all references to the "Wapsi NDB" with "Wapsie NDB."

Mount Pleasant, IA: The airspace description is revised to replace all references to "Mt." with "Mount."

Sioux City, IA: The airspace description is revised to replace the reference to the "Sioux Gateway Airport, IA Control Zone," with the "Sioux City, IA Control Zone."

Vinton, IA: The airspace description is revised to replace all references to "Veterans Memorial Airpark" with "Vinton Veterans Memorial Airpark."

Washington, IA: The airspace description is revised because the Washington NDB has been decommissioned.

Waterloo, IA: The airspace description is revised to include the geographic position for the Waterloo Municipal Localizer.

Atwood, KS: The airspace description is revised to replace all references to the "Rawlins County, City-County Airport" with "Atwood-Rawlins City-County Airport."

Elkhart, KS: The airspace description is revised to replace all references to the "Morton County Airport" with "Elkhart-Morton County Airport."

Goodland, KS: The airspace description is revised to include the geographic position for the Goodland VORTAC. It is also revised to replace the reference to the "Goodland ILS localizer course" with "Renner Field-Goodland Municipal localizer course."

Larned, KS: The airspace description is revised to replace all references to the

"Pawnee County Airport" with "Larned-Pawnee County Airport."

Liberal, KS: The airspace description is revised to include the geographic position for the Liberal Municipal Localizer.

Lyons, KS: The airspace description is revised to replace all references to the "Rice County Municipal Airport" with "Lyons-Rice County Municipal Airport."

Minneapolis, KS: The airspace description is revised to replace all references to the "City County Airport" with "Minneapolis City County Airport."

Salina, KS: The airspace description is revised to replace the reference to the "Salina Airport ILS localizer" with "Salina Municipal ILS localizer."

Topeka, Phillip Billard Municipal Airport, KS: The airspace description is revised to replace all references to the "Phillip Billard Airport" with "Phillip Billard Municipal Airport."

Washington, KS: The airspace description is revised to replace all references to the "County Memorial Airport" with "Washington County Memorial Airport."

Brookfield, MO: The airspace description is revised to replace all references to the "General John J. Pershing Municipal Airport" with "General John J. Pershing Memorial Airport."

Cape Girardeau, MO: The airspace description is revised to delete the statement "excluding that portion which overlies the Sikeston, MO Transition Area." The Cape Girardeau, MO Transition Area no longer overlies the Sikeston, MO Transition Area.

Knob Noster, Whiteman, MO: The airspace description is revised to replace the reference to the "Whiteman AFB Airport, MO Control Zone," with "Knob Noster, MO, Control Zone," and to delete the geographic position for the Whiteman TACAN. The Whiteman TACAN is deleted because the TACAN is not referenced in the airspace description.

Columbus, NE: The airspace description is revised to delete the extension area based on the 317° radial of the Columbus VOR/DME.

FAA Region: Eastern

Dover, DE: The airspace description is revised to delete the extension area based on the 013° radial of the Dover TACAN.

Washington, DC: The airspace description is revised to replace all references to "Davidson AAF" with "Davison AAF."

Aberdeen, MD: The airspace description is revised to delete the extension area based on the 033° radial of the Phillips VOR and to delete the geographic position for the Phillips VOR. In addition, the redundant reference to the airspace surrounding the 029° bearing from the Aberdeen NDB is deleted from the airspace description and the width of the extension area based on the 029° bearing of the Aberdeen NDB is revised from 4.4 miles each side of the bearing to 4.5 miles each side of the bearing.

Baltimore, MD: The airspace description is revised to delete the extension area based on the 298° radial of the Martin TACAN and to delete the geographic position for the Martin TACAN. The description of the airspace surrounding Martin State airport is also revised to include that airspace within an 8.7-mile radius of Martin State airport extending clockwise from a 239° bearing to a 270° bearing from the airport and within a 10.7-mile radius of Martin State Airport extending clockwise from a 270° bearing to a 320° bearing from the airport. The airspace description is revised to change the width of the extension based on the Runway 10 centerline from 6.2 miles to 7.2 miles.

Frederick, MD: The airspace description is revised to delete the geographic position for the Frederick Municipal Airport ILS runway 23 localizer, because the localizer is not referenced in the airspace description.

Ocean City, MD: The airspace description is revised to delete the geographic position for the Salisbury VORTAC, because the VORTAC is not referenced in the airspace description.

Westminster, Clearview Airpark, MD: The airspace description is revised by replacing "This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory" with "This transition area is effective from sunrise to sunset, daily."

Berlin, NJ: The airspace description is revised by replacing "This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory" with "This transition area is effective from sunrise to sunset, daily."

Cross Keys, NJ: The airspace description is revised to delete the extension area based on the 071° radial of the Woodstown VORTAC and to delete the geographic position for the Woodstown VORTAC.

Hammonton, NJ: The airspace description is revised to delete the extension area based on the 051° radial of the Cedar Lake VORTAC and to delete the geographic position for the Cedar Lake VORTAC.

Wrightstown, NJ: The airspace description is revised to replace all references to the "Navy Lakehurst TACAN" with "Lakehurst (Navy) TACAN."

Brockport, NY: The airspace description for this area, which was established by Airspace Docket Number 89–AEA–04, is added to this final rule.

Dahlgren, NY: The airspace description is revised by replacing "This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory" with "This transition area is effective from 0600 to 2300, daily."

Dansville, NY: The airspace description is revised by replacing "This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory" with "This transition area is effective from sunrise to sunset, daily."

Johnstown, NY: The airspace description for this area, which was established by Airspace Docket Number 89–AEA–17, is added to this final rule.

Malone, NY: The airspace description is revised to delete the extension area based on the 116° radial of the Massena VORTAC and to delete the geographic position for the Massena VORTAC. It is also revised to replace the reference to "Malone-Dufort, Malone, NY" with "Malone-Dufort Airport, Malone, NY."

Monticello, NY: The airspace description is revised to include editorial changes and to replace the radius around the Monticello Airport from a 6.6-mile radius to a 6.5-mile radius.

New York Metropolitan, NY: The airspace description is revised to replace all references to the "Moree NDB" with "Moree LOM."

Newburgh, NY: The airspace description is revised to delete the airspace 3.1 miles north of the 081° bearing from the OTIMS NDB (LOM).

Westhampton Beach, NY: The airspace description is revised to replace all references to the "Suffolk County Airport" with "Francis S. Gabreski Airport."

White Plains, NY: The airspace description is revised to replace all references to the "Westchester County Airport localizer northwest course" with "Hestr LOM."

Beaver Falls, PA: The airspace description is revised to replace all references to the "Elwood City VORTAC" with "Ellwood City VORTAC."

Connellsville, PA: The airspace description is revised to replace all references to the "Camor NDB" with "Camor LOM/NDB."

Corry, PA: The airspace description is revised to replace all references to the "Lawrence Airport" with "Corry-Lawrence Airport."

Danville, PA: The airspace description is revised to replace all references to the "Geisinger Hospital Helipad" with "Geisinger Rooftop Heliport."

Downingtown, PA: The airspace description is revised by replacing "This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory" with "This transition area is effective from sunrise to sunset, daily."

Du Bois, PA: The airspace description is revised by ensuring the area includes that airspace within an 8.5 mile radius of Du Bois-Jefferson County Airport and replacing the extension based on the DUBOI NDB with an extension based on the outer marker. The DUBOI NDB has been decommissioned.

Easton, PA: The airspace description is revised by replacing "This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory" with "This transition area is effective from sunrise to sunset, daily."

Seven Springs, PA: The airspace description is revised by replacing "This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory" with "This transition area is effective from sunrise to sunset, daily."

Wellsboro, PA: The airspace description is revised by replacing "This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory" with "This transition area is effective from sunrise to sunset, daily."

Blackstone, VA: The airspace description is revised by replacing "This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory" with "This transition area is effective from sunrise to sunset, daily."

Berkeley Springs, WV: The airspace description is revised to eliminate the exclusion of the airspace within the Martinsburg, WV Transition Area, because the Berkeley Springs, WV Transition Area no longer overlaps the Martinsburg, WV Transition Area.

Clarksburg, WV: The airspace description is revised to include the geographic position for the Clarksburg VOR/DME, and to replace all references to the "Clarksburg VOR" with "Clarksburg VOR/DME."

Huntington, WV: The airspace description is revised to replace all references to "Tri State/Milton J. Ferguson Field Airport" with "Tri State/Milton J Ferguson Field Airport."

Morgantown, WV: The airspace description is revised to replace all references to the "Morgantown Municipal-Walter L. Hart Field Airport" with "Morgantown Municipal-Walter L. Bill Hart Field Airport."

Parkersburg, WV: The airspace description is revised to replace all references to the "Wood County (Gill Robb Wilson Field) Airport" with "Wood County Airport-Gill Robb Wilson Field" and to replace all references to the "Versi NDB" with the "Versi LOM."

Wheeling, WV: The airspace description is revised to replace all references to the "Dorch NDB" with "Dorch LOM."

FAA Region: Great Lakes

Belleville, IL: The airspace description is revised to delete the exclusion for the Cahokia, IL Transition Area.

Belvidere, IL: The airspace description is revised to replace all references to the "Belvidere Airport" with "Belvidere LTD Airport."

Cahokia, IL: The airspace description is revised to replace the reference to the "Cahokia-St. Louis Downtown Parks Airport, IL Control Zone," with the "Cahokia, IL Control Zone." It is also revised to replace the reference to the "Cahokia-St. Louis Downtown-Parks Airport" in the description header with "Cahokia, St. Louis Downtown-Parks Airport," and to replace all references to the "Cahokia-St. Louis Downtown-Parks Airport" in the body of the description with "St. Louis Downtown-Parks Airport."

Dixon, IL: The airspace description is revised to replace all references to the "Charles R. Walgreen Field" with "Dixon Municipal-Charles R. Walgreen Field."

Marion, IL: The airspace description is revised to include an exclusion for the airspace within the Marion, IL Control Zone during the specific dates and times it is effective.

Mount Vernon, IL: The airspace description is revised to replace all references to the "Mount Vernon-Outland Airport" with "Mount Vernon/Outland Airport."

Quincy, IL: The airspace description is revised to replace all references to the "Quincy LOM" with "Quincy LOM/NDB."

Rochelle, IL: The airspace description is revised to replace all references to the "Rochelle Municipal Airport" with "Airport-Koritz Field."

Rockford, IL: The airspace description is revised to clarify that the Rockford, IL Transition Area overlies the Greater Rockford Airport when the Rockford, IL Control Zone is not in effect. It is also revised to replace the reference to the "Greater Rockford Airport, IL Control Zone," with the "Rockford, IL Control Zone."

Sparta, IL: The airspace description is revised to replace all references to the "Sparta Community Hunter Field" with "Sparta Community-Hunter Field."

Sterling, IL: The airspace description is revised to replace all references to the "Whiteside County Airport" with "Whiteside County Airport-Jos H. Bittorf Field."

Alexandria, IN: The airspace description is revised to correct the reference to the airspace surrounding the 269° radial of the Muncie VOR/DME and clarify that the airspace extends east from the 6.7-mile radius of the Alexandria Airport to the Muncie VOR/DME. In addition, the reference to the "Anderson Municipal Airport, IN, and Delaware County-Johnson Field, IN Control Zones" is replaced with the "Anderson, IN, and Muncie, IN Control Zones." The reference to the "Anderson Municipal Airport, IN, and Delaware County-Johnson Field, IN Transition Areas" is replaced with the "Anderson, IN, and Muncie, IN Transition Areas."

Bedford, IN: The airspace description is revised to replace all references to the "Virgil I. Grissom Municipal Airport" with "Virgil I Grissom Municipal Airport."

Fort Wayne, IN: The airspace description is revised to replace all references to the "Fort Wayne Municipal Airport" with "Fort Wayne International Airport."

Greensburg, IN: The airspace description is revised to replace all references to the "Decatur County

Airport" with "Greensburg-Decatur County Airport."

Indianapolis, Brookside Airpark, IN: The airspace description is revised to replace all references to "Indianapolis Brookside Airport" with "Indianapolis Brookside Airpark."

Michigan City, IN: The airspace description is revised to replace all references to the "Michigan City Indiana Airport" with "Michigan City Airport."

New Castle, IN: The airspace description is revised to replace the reference to the "New Castle, Henry County Municipal" and the reference to the "Henry County Municipal Airport" with "New Castle-Henry County Municipal Airport."

Seymour, IN: The airspace description is revised to replace all references to the "Freeman Field" with "Freeman Municipal Airport."

Valparaiso, TN: The airspace description is revised to replace all references to the "Porter County Airport" with "Porter County Memorial Airport."

Vincennes, IN: The airspace description is revised to delete the reference in the exclusion to the airspace in the Mt. Carmel, IL Transition Area.

Winamac, IN: The airspace description is revised to replace all references to "Arens Field Airport" with "Arens Field."

Battle Creek, MI: The airspace description is revised to replace all references to the "Batol LOM" with "Batol LOM/NDB."

Flint, MI: The airspace description is revised to replace all references to the "Petli NDB" with "Petli LOM."

Gladwin, MI: The airspace description is revised to include editorial changes and to replace all references to the "Gladwin Airport" with "Charles C. Zettel Memorial Airport."

Hillsdale, MI: The airspace description is revised to replace all references to the "Hillsdale Airport" with "Hillsdale Municipal."

Houghton Lake, MI: The airspace description is revised to replace all references to the "Roscommon County Memorial Airport" with "Roscommon County Airport."

Oscada, MI: The airspace description is revised to replace the reference to the "Wurtsmith Air Force Base, MI Control Zone," with the "Oscoda, MI Control Zone."

Sault Sainte Marie, Sanderson Field Airport, MI: The airspace description is revised to replace all references to the "Sanderson Field Airport" with "Sault Sainte Marie Municipal/Sanderson Field."

Albert Lea, MN: The airspace description is revised to replace all references to the "Albert Lea Airport" with "Albert Lea Municipal Airport."

Crookston, MN: The airspace description is revised to replace all references to the "Crookston Municipal Kirkwood Field Airport" with "Crookston Municipal Kirkwood Field."

Detroit Lakes, MN: The airspace description is revised to replace all references to the "Detroit Lakes Municipal Airport" with "Detroit Lakes Airport."

Grand Rapids, MN: The airspace description is revised to replace the reference to the "Grand Rapids, Itasca County.Gordon Newstrom Field" and the reference to the "Itasca County-Gordon Newstrom Field" with "Grand Rapids/Itasca County Gordon Newstrom Field."

International Falls, MN: The airspace description is revised to replace all references to the "International Falls Airport" with "Falls International Airport."

Little Falls, MN: The airspace description is revised to replace all references to the "Little Falls-Morrison Airport" with "Little Falls-Morrison County Airport."

Madison, MN: The airspace description is revised to replace all references to the "Madison-Lac Qui Parle County Airport" with "Madison-Lac Qui Parle Airport."

Minneapolis, MN: The airspace description is revised to replace all references to the "Minneapolis-St. Paul International Airport" with "Minneapolis-St. Paul International (Wold-Chamberlain) Airport," and to replace all references to the "Anoka County Airport" with "Anoka County-Blaine Airport (Janes Field)."

Montevideo, MN: The airspace description is revised to replace the reference to the "Montevideo, Chippewa County Airport" and the reference to the "Chippewa County Airport" with "Montevideo-Chippewa Airport."

Olivia, MN: The airspace description is revised to replace all references to the "Olivia Municipal Airport" with "Olivia Regional Airport."

Ortonville, MN: The airspace description is revised to replace all references to the "Ortonville Municipal Airport" with "Ortonville Municipal Airport-Martinson Field."

Bismark, ND: The airspace description is revised to clarify the description, replace the reference to the "ILS Localizer northeast course" with "ILS Localizer northwest course" and replace the reference to the "Bismark Municipal Airport, ND Control Zone" with the "Bismark, ND Control Zone."

The airspace description is revised to replace all references to the "Colij NDB" with "Colij LOM/NDB."

Fargo, ND: The airspace description is revised to delete the extension area based on the 009° radial of the Fargo VORTAC. It is also revised to clarify the portion of the transition area that extends upward from 1,200 feet above the surface. In addition, the reference to the "Hector International Airport, ND Control Zone," is replaced with the "Fargo, ND Control Zone."

Minot, ND: The airspace description is revised to add the Minot VORTAC geographic position, because the Navaid is used throughout the description.

Pembina, ND: The airspace description is revised to replace the reference to the "Humbolt VORTAC 312° radial" with the "Humbolt VORTAC 132°/312° radials." It is also revised to redefine the portion of the transition area that extends upward from 1,200 feet above the surface.

Wahpeton, ND: The airspace description is revised to clarify that the airspace within a 25-mile radius of the Harry Stern Airport is between the Minnesota state border and V–181.

Akron, OH: The airspace description is revised to include the geographic position for the Akron-Canton Regional ILS Localizer.

Barnesville, OH: The airspace description is revised to replace all references to the "Bradfield Airport" with "Barnesville Bradfield Airport."

Batavia, Clermont County Airport, OH: This transition area will not be adopted as a separate airspace area. It is encompassed in the Covington, KY transition area.

Cleveland, OH: The airspace description is revised to delete the extension based on the 230° bearing from the Harri LOM. It is also revised to replace the reference to the "Willoughby, Lost Nation Airport, OH Control Zone" with "Willoughby, OH Control Zone" and to replace all references to the "Lost Nation Airport" with "Willoughby Lost Nation Municipal Airport."

Columbus, OH: The airspace description is revised to replace all references to the "Rickenbacker ANGB" with "Rickenbacker Airport."

Dayton, General Airport South, OH: The airspace description is revised to replace the reference to the "Dayton, General Airport South" and the reference to the "General Airport South" with "Dayton General Airport South."

Dayton, OH: The airspace description is revised, because the McGuire VOR has been decommissioned and was used to define two extensions. It is also

revised to replace all references to the "James M. Cox-Dayton International Airport" with "James M Cox Dayton International Airport."

Hamilton, OH: The airspace description is revised to clarify that the extension based on the 280° bearing from the Hamilton NDB extends from the 6.4-mile radius of the Hamilton-Fairfield Airport to 10 miles west of the NDB. In addition, the reference to the "Cincinnati, OH Transition Area" is replaced with the "Covington, KY Transition Area." There is no Cincinnati, OH Transition Area, the airspace is included in the Covington, KY Transition Area.

Lima, OH: The airspace description is revised to replace the reference to the "Lima, Allen County Airport" and the reference to the "Allen County Airport" with "Lima Allen County Airport."

Mansfield. OH: The airspace description is revised to replace all references to the "Mansfield-Lahm Municipal Airport" with "Mansfield Lahm Municipal Airport."

Peebles, OH: The airspace description is revised to replace the reference to the "Salamon, OH Transition Area" with "West Union, OH Transition Area." There is no Salamon, OH Transition Area. The West Union, OH Transition Area covers the airspace surrounding the Alexander Salamon Airport.

Piqua, OH: The airspace description is revised to replace all references to the "Dayton VORTAC" with "Dayton VOR/DME."

Sandusky, OH: The airspace description is revised to replace all references to the "Griffing-Sandusky Airport" with "Griffing Sandusky Airport."

Wapakoneta, OH: The airspace description is revised to replace all references to the "Neil Armstrong Field" with "Neil Armstrong Airport."

Wilmington, OH: The airspace description is revised to replace all references to the "Midwest VOR" with "Midwest VOR/DME."

Sault Sainte Marie, ON: Each distance, which is expressed in statute miles are converted to the nearest nautical mile equivalent. Under this conversion, 8.5 statute miles is converted to 7.4 nautical miles; 1.75 statute miles is converted to 1.5 nautical miles; and 12 statute miles is converted to 10.5 nautical miles. An exclusion is added for the airspace outside the United States and that airspace within the Sault Sainte Marie, Ontario Control Zone within the United States.

Brookings, SD: The airspace description is revised to replace all references to the "Midwest VOR" with "Midwest VOR/DME."

Huron, SD: The airspace description is revised to replace the reference to the "Huron Regional Airport, SD Control Zone" with "Huron, SD Control Zone."

Miller, SD: The airspace description is revised to replace the reference to the "V–15W" with "V–15."

Sioux Falls, SD: The airspace description is revised to replace the reference to the "Joe Foss Field, SD Control Zone" with "Sioux Falls, SD Control Zone."

Watertown, SD: The airspace description is revised to delete the extension area based on the north localizer course of Watertown Municipal Airport and to reduce the size of the airspace area that extends upward from 1,200 feet above the surface. It is also revised to replace the reference to the "Watertown Municipal Airport, SD Control Zone" with "Watertown, SD Control Zone."

Minocqua-Woodruff, WI: The airspace description is revised to replace all references to the "Noble F. Lee Memorial Field Airport" with "Lakeland/Noble F. Lee Memorial Field Airport."

Sparta, WI: The airspace description is revised to replace the reference to the "Sparta, Fort McCoy Airport" and the reference to the "Fort McCoy Airport" with "Sparta/Fort McCoy Airport."

Wisconsin Rapids, WI: The airspace description is revised to replace all references to "Southwood" with "South Wood."

FAA Region: New England

Hartford, CT: The airspace description is revised to replace all references to the "Hartford, Brainard Airport" with "Hartford-Brainard Airport" and to replace all references to the "6.6-mile radius" of the Rentschler Airport with "7.1-mile radius."

Auburn, ME: The airspace description is revised to replace all references to the "Auburn-Lewiston Municipal Airport" with "Auburn/Lewiston Municipal Airport," and to replace all references to the "LEWIE NDB" with "LEWIE LOM."

Bar Harbor, ME: The airspace description is revised to replace all references to the "Bar Harbor, Hancock County Airport" with "Hancock County-Bar Harbor Airport," and to replace all references to the "SURRY NDB" with "SURRY LOM/NDB."

Brunswick, ME: The airspace description is revised to replace all references to the "Brunswick Naval Air Station" with "Brunswick NAS," and to replace all references to the "Brunswick VORTAC" with "Brunswick Navy VORTAC."

Kennebunkport, ME: The airspace description is revised to replace all references to the "Kennebunkport Heliport" with "Walkers Point Heliport."

Portland, ME: The airspace description is revised to replace all references to the "ORHAM NDB" with "ORHAM LOM."

Presque Isle, ME: The airspace description is revised to replace the reference to the "EXCAL OM" with "EXCAL LOM," the reference to the "Caribou, ME Municipal Airport" with "Caribou Municipal Airport," the reference to the "Northern Maine Regional Airport, ME Control Zone" with "Presque Isle, ME Control Zone," and the reference to the Loring Air Force Base, ME Control Zone" with "Limestone, ME Control Zone.

Princeton, ME: The airspace description is revised to include editorial changes. In addition, because the Machias NDB is not referenced in the airspace description, the description is revised to delete the geographic position for the Machias NDB.

Rangeley, ME: The airspace description is revised to replace all references to "Rangely" with "Rangeley."

Waterville, ME: The airspace description is revised to replace the reference to the "Waterville, Robert LaFleur Airport" with "Waterville Robert LaFleur Airport."

Chicopee Falls, MA: The airspace description is revised to include editorial changes.

Falmouth, MA: The airspace description is revised to replace all references to the "Otis AFB" with "Otis ANGB," all references to the "Hyannis VOR" with "Hyannis VORTAC," and all references to the "Martha's Vineyard VOR" with "Martha's Vineyard VOR/DME." In addition, the description is revised to clarify that the airspace that overlies the Hyannis, MA and the Martha's Vineyard, MA Control Zones is excluded from the transition area only during the specific dates and times those control zones are effective. It is also revised to replace all references to the "Barnstable Municipal Airport" with "Barnstable Municipal Airport-Boardman/Polando Field."

Hopedale, MA: The airspace description is revised to replace all references to the "Hopedale Industrial Airpark" with "Hopedale Industrial Park Airport."

Claremont, NH: The airspace description is revised to replace the reference to the "Lebanon Municipal Airport, NH transition Area and the Hartness State Airport, VT Transition Areas" with "Lebanon, NH, and the Springfield, VT Transition Areas."

Concord, NH: The airspace description is revised to include editorial changes, and to clarify that the airspace within 8 miles south and 4 miles north of the Concord VORTAC 300° radial extends from the VORTAC to 16 miles northwest of the VORTAC. In addition, the airspace description is revised to replace the reference to the "Manchester Airport, NH Control Zone and 700 foot Transition Area" with "Manchester, NH Control Zone and Transition Area," and the reference to the "Nashua/Boire Field, NH 700 foot Transition Area" with "Nashua, NH Transition Area."

Manchester, NH: The airspace description is revised to replace the reference to the "Manchester/Grenier Industrial Airpark, NH; Boire Field, NH; Laurence G. Hanscom, Bedford, MA and Lawrence Municipal, MA Control Zones" with "Manchester, NH; Nashua, NH; Bedford MA; and Lawrence, MA Control Zones," and the reference to the "Boston, MA and Newburyport/Plum Island, MA 700 foot Transition Areas" with "Boston, MA, and Newburyport, MA Transition Areas."

Nashua, NH: The airspace description is revised to replace the reference to the "Boire Field, NH; Manchester/Grenier Industrial Airpark, NH, and Lawrence Municipal, MA Control Zones" with "Nashua, NH; Manchester, NH; and Lawrence, MA Control Zones," and the reference to the "Manchester/Grenier Industrial Airpark, NH, and Boston, MA 700 foot Transition Areas" with "Manchester, NH, and Boston, MA Transition Areas."

Portsmouth, NH: The airspace description is revised to replace all references to the "Pease ANGB" with "Pease International Tradeport" and to replace the reference to the "700 foot Transition Areas" with "Transition Areas."

Block Island, RI: The airspace description is revised to replace all references to the "Block Island Airport" with Block Island State Airport," and all references to the "Sandy Point VORTAC" with "Sandy Point VOR/DME."

Providence, RI: The airspace description is revised to replace all references to "Theodore Francis Green Airport" with "Theodore Francis Green State Airport."

Burlington, VT: The airspace description is revised to replace the reference to "the Burlington International Airport, VT and the Clinton County Airport, NY Control Zones" with "the Burlington, VT and the Plattsburgh, NY Control Zones," and the reference to the "Clinton County, NY 700 foot Transition Area" with "Plattsburgh, NY Transition Area."

Montpelier, VT: The airspace description is revised to include editorial changes, to replace the reference to the "Montpelier, Edward F. Knapp State Airport, VT" with "Barre-Montpelier, Edward F. Knapp State Airport, VT," to replace all references to the "Montpelier VOR" with "Montpelier VOR/DME, and to replace the reference to the "Edward F. Knapp State Airport, VT Control Zone" with "Montpelier, VT Control Zone."

Morrisville, VT: The airspace description is revised to replace all references to the "Stowe State Airport" with "Morrisville-Stowe State Airport, and to replace the reference to the "Morrisville NDB" with "Morrisville-Stowe NDB."

Springfield, VT: The airspace description is revised to replace all references to the "Hartness State Airport" with "Hartness State (Springfield) Airport."

FAA Region: Northwest Mountain

Denver, Stapleton International Airport, CO: The airspace description is revised to replace the reference to "lat. 41°00'00" N." with "the Colorado-Nebraska State Boundary" and to replace the reference "by the Colorado-Nebraska State Boundary" with "along the Colorado-Nebraska State Boundary."

Durango, CO: The airspace description is revised to amend the geographic position for the airspace boundary for charting purposes. In addition, the description is revised to replace the reference "excluding other airspace which overlaps" with "excluding the airspace within the Farmington, NM Control Zone and Transition Area, the Durango, CO Control Zone during the specific dates and times it is effective, and all Federal Airways."

Montrose, CO: The airspace description is revised to replace all references to the "Montrose County Airport" with "Montrose Regional Airport."

Trinidad, CO: The airspace description is revised to replace all references to the "Las Animas County Airport" with "Perry Stokes Airport."

Lewiston, ID: The airspace description is revised to amend the geographic position for the point that connects to the 14.4-mile radius of the Lewiston VOR/DME, because the current point of measurement is ⅓ of a mile from the 14.4-mile radius.

Twin Falls, ID: The airspace description is revised by ensuring the extension based on the Twin Falls 086° and 281° radials meets the associated control zone.

Anaconda, MT: The airspace description is revised to replace all references to the "Anaconda Airport" with "Bowman Field."

Billings, MT: The airspace description is revised to replace the reference "excluding the portion that overlies V-2;" with "excluding the portions that overlie Federal Airways;" and to replace the reference "excluding those portions of V-187 and V-19 that have 1,200-foot AGL floors." with "excluding that portion within the Powell, WY Transition Area, and those portions of V-187 and V-19 that have 1,200-foot AGL floors."

Livingston, MT: The airspace description is revised to clarify that the Livingston, MT Transition Area overlies the Mission Field when the Livingston, MT Control Zone is not in effect. Due to the addition of the airspace area within a 4.3-mile radius of Mission Field, an exclusion is also added that excludes that airspace within the Livingston, MT Control Zone during the specific dates and times the control zone is effective.

Sidney, MT: The airspace description is revised to begin the extension area based on the 356° bearing from the Sidney NDB at the NDB, to begin the extension area based on the 215° bearing from the Sidney NDB at the NDB, and to add an exclusion for the airspace within the Wolf Point, MT Transition Area.

West Yellowstone, MT: The airspace description is revised to replace all references to the "West Yellowstone Airport" with "West Yellowstone, Yellowstone Airport."

Astoria, OR: The airspace description is revised by reducing the length of a radius from the Port of Astoria Airport from 4.3 miles to 4 miles, which is used in the airspace description for the Astoria, OR Control Zone. The airspace description is revised to replace all references to the "Seaside Airport" with "Seaside Municipal Airport."

Eugene, OR: The airspace description is revised to replace all references to "Mahlon Sweet Field" with "Mahlon Sweet Field Airport," because there is a heliport by the same name. In addition, all references to "Corvallis Airport" are replaced with "Corvallis Municipal Airport."

Newport, OR: The airspace description is revised by reducing the length of a radius from the Newport Municipal Airport from 4.3 miles to 4 miles, which is used in the airspace description for the Newport, OR Control Zone.

Pendleton, OR: The airspace description is revised to replace all references to "Foris NDB" with "Foris LOM/NDB."

Portland, OR: The airspace description is revised to include the airspace within a 4.3-mile radius of McMinnville Municipal Airport in the portion of the transition area that extends upward from 700 feet above the surface. The geographic position for McMinnville Municipal Airport is also added to the airspace description. The airspace description is also revised to clarify the area based on the 215° radial of the Newburg VORTAC that extends from the southern boundary, lat. 45°10'00" N, to 19.8 miles southwest of the Newburg VORTAC.

Saint George, UT: The airspace description is revised to replace the reference to the "St. George VOR/DME 131° radial" with "St George VOR/DM 131° and 311° radials."

Hoquiam, WA: The airspace description is revised to include editorial changes, and to clarify that the Hoquiam, WA Transition Area overlies Bowerman Airport when the Hoquiam, WA Control Zone is not in effect. The description of the transition area contains airspace within a 4-mile radius of Bowerman Field to correspond with the distance used in the airspace description for the Hoquiam, WA Control Zone. In addition, due to the inclusion of the airspace area surrounding Bowerman Airport, an exclusion is added that excludes that airspace within the Hoquiam, WA Control Zone during the specific dates and times it is effective.

Port Angeles, WA: The airspace description is revised by changing the length of a radius from the William R. Fairchild International Airport from 4.3 miles to 4.1 miles, which is used in the airspace description for the Port Angeles, WA Control Zone. The airspace description is revised to replace all references to the "CGAS Port Angeles" with "Port Angeles CGAS."

Pullman, WA: The airspace description is revised to replace all references to "Pullman-Moscow Regional Airport" with "Pullman/Moscow Regional Airport," and to add an exclusion for the Pullman, WA Control Zone during the specific dates and times it is effective.

Spokane, WA: The airspace description is revised to replace all references to "Mullen Pass" with "Mullan Pass," and to replace the reference "excluding the Pullman Moscow Regional Airport, WA Transition Areas" with "excluding the Pullman, WA Transition Area."

Wenatchee, WA: The airspace description is revised by adding the airspace within a 4-mile radius of Pangborn Memorial Airport. The 4-mile radius is used to correspond with the distance used in the airspace description for the Wenatchee, WA Control Zone. The airspace description is revised to add an exclusion for that airspace within the Wenatchee, WA Control Zone. In addition, the reference to "and that airspace between the 4.3-mile radius of the Pangborn Memorial Airport and the 9.6-mile radius of the Wenatchee VOR/DME bounded by the north edge of V–120 clockwise to the Wenatchee VOR/DME 327° radial," is replaced with "and within a 9.6-mile radius of the Wenatchee VOR/DME extending from 1.2 miles southeast of and parallel to the VOR/DME 304° radial clockwise to the VOR/DME 327° radial." The airspace description is also revised to include editorial changes.

Whidbey Island, WA: The airspace description is revised to make geographic position changes to align the transition area with the adjoining controlled airspace areas.

Yakima, WA: The airspace description is revised to replace all references to the "Yakima Airport" with "Yakima Air Terminal," and to amend the distance of the radius from the Yakima Air Terminal from "4.3 miles" to "4.2 miles." The radius change is made in order to correspond with the radius from Yakima Air Terminal used in the airspace description for the Yakima, WA Control Zone.

Pinedale, WY: The airspace description is revised to replace the reference to the "Big Piney, Marbleton Airport, WY 1,200 foot Transition Area" with "Big Piney, WY 1,200 foot Transition Area."

Powell, WY: The airspace description is revised to make geographic position changes for charting purposes, and to replace the reference to the "Worland Municipal Airport, WY 1,200 foot Transition Area" with "Worland, WY 1,200 foot Transition Area."

Rock Springs, WY: The airspace description is revised to replace the reference to "Rock Springs, Sweetwater County Airport" with "Rock Springs-Sweetwater County Airport."

FAA Region: Southern

Birmingham, AL: The airspace description is revised to delete the exclusion of the airspace within 2.3 miles each side of the ILS localizer northeast course and that airspace within the Birmingham Airport, AL Control Zone.

Fort Rucker, AL: The airspace description is revised to delete the reference to the airspace within a 5-mile radius of Blackwell Field, Ozark, AL.

Monroeville, AL: The airspace description is revised to replace all references to the "Monroeville County Airport" with "Monroe County Airport."

Crestview, FL: The airspace description is revised to replace all references to the "Kobra NDB" with "Kobra LOM."

Jacksonville, FL: The airspace description is revised to replace all references to the "Jacksonville NAS" with "Jacksonville NAS/Towers Field."

Jupiter, FL: The airspace description is revised to replace all references to the "Gwinn Airport" with "William P Gwinn Airport."

Lakeland, FL: The airspace description is revised to replace all references to the "Lakeland Regional Airport" with "Lakeland Linder Regional Airport."

Miami, FL: The airspace description is revised to replace all references to the "Pompano Beach Airport" with "Pompano Beach Airpark."

Miami, Miami International Airport, FL: The airspace description is revised to add the TM LOM. It is also revised to delete the reference to the Perrine NDB and the extension area based on the Perrine NDB 274° bearing. An extension area 2.4 miles each side of the 267° bearing from the TM LOM is added to the description, which extends from the 7-mile radius of the Miami International Airport to 7 miles west of the LOM.

Pensacola, FL: The airspace description is revised to replace all references to the "Forrest Sherman Field" with "NAS Pensacola, Forrest Sherman Field."

Tampa, FL: The airspace description is revised to replace all references to the "Peter O. Knight Airport" with "Peter O. Knight Airport."

Bainbridge, GA: The airspace description is revised to replace the reference to the "Bainbridge, Decatur County Industrial Airport" and the reference to the "Decatur County Industrial Airport" with "Decatur County Industrial Airpark."

Cedar Springs, GA: The airspace description is revised to replace the reference to the "Great Southern Airport" with "Georgia-Pacific Airport."

Georgia, GA: The airspace description is revised to include only the airspace within the boundary of the State of Georgia and the airspace within 12 miles from and parallel to the shoreline.

Monroe, GA: The airspace description is revised to replace all references to the "Monroe County NDB" with "Monroe NDB."

Bowling Green, KY: The airspace description is revised to replace all references to the "Bowling Green-Warren County Airport" with Bowling Green-Warren County Regional Airport."

Covington, KY: The airspace description is revised to replace all references to the "Cincinnati Municipal-Lunken Field Airport" with "Cincinnati Municipal Airport-Lunken Field", to replace all references to the "Lunken NDB" with "Cincinnati NDB," and to replace all references to the "Blue Ash Airport" with "Cincinnati-Blue Ash Airport."

Falmouth, KY: The airspace description is revised to delete the exclusion of the airspace within the Covington, KY Transition Area. These transition areas no longer overlap.

Fort Campbell, KY: The airspace description is revised to replace all references to the "Snuff NDB" with "Snuff LOM."

Fort Knox, KY: A separate airspace description is added for Godman Army Air Field. The same airspace is currently encompassed in the transition area for Louisville, KY.

Lexington, KY: The airspace description is revised to replace all references to the "Blayd NDB" with "Blayd LOM/NDB."

London, KY: The airspace description is revised to replace all references to the "London-Corbin Airport Magee Field" with "London-Corbin Airport-Magee Field."

Prestonburg, KY: The airspace description was mistakenly omitted from Docket Number 26852 but was listed in NPRM Number 92-5. The airspace description is added to the airspace descriptions in Docket Number 26852.

Somerset, KY: The airspace description is revised to delete the exclusion of the airspace within the Monticello, KY Transition Area. These transition areas no longer overlap.

Lexington, MS: The airspace description is revised to add the geographic position for the Greenwood VORTAC.

Meridian, MS: The airspace description is revised to replace all references to the "NAS Meridian" with "Meridian NAS, McCain Field."

Mississippi, MS: The airspace description is revised to include only the airspace within the boundary of the State of Mississippi and the airspace within 12 miles from and parallel to the shoreline.

Pascagoula, MS: The airspace description is revised to replace all the references to the "Pascagoula, Jackson County Airport" with "Pascagoula, Trent Lott International."

Bogue, NC: The airspace description is revised to replace all references to the "Bogue MCALF" with "Bogue Field MCALF."

Burlington, NC: The airspace description is revised to replace all references to the "Burlington Municipal Airport" with "Burlington Alamance Regional Airport."

Charlotte, NC: The airspace description is revised to replace all references to the "Bryant Field" with "Rock Hill Municipal/Bryant Field," to replace all references to the "Tryon NDB LOM" with "Tryon LOM," and to replace all references to the "Charlotte ILS Localizer" with "Charlotte/Douglas International ILS Localizer."

Fayetteville, NC: The airspace description is revised to clarify that the Pope AFB ILS localizer extension area is within 8 miles northeast (not northwest as proposed) and 4 miles southeast of the Pope AFB ILS localizer northeast course.

Goldsboro, NC: The airspace description is revised to replace all references to the "Seymour-Johnson AFB" with "Seymour Johnson AFB."

Greensboro, NC: The airspace description is revised to replace all references to the "Greensboro/Piedmont Triad International Airport" with "Piedmont Triad International Airport."

North Carolina, NC: The airspace description is revised to include only that airspace within the boundary of the State of North Carolina and the airspace within 12 NM of and parallel to the shoreline.

Reidsville, NC: The airspace description is revised to replace all references to the "Rockingham County-Shiloh Airport" with "Rockingham County North Carolina Shiloh Airport."

Siler City, NC: The airspace description is revised to replace all references to the "Blair Municipal Airport" with "Siler City Municipal Airport."

Aquadilla, PR: The airspace description is revised to replace all references to the "Mayaguez Airfield" with "Eugenio Maria de Hostos Airfield."

Roosevelt Roads, PR: The airspace description is revised to replace all references to the "Roosevelt Roads NS" with "Roosevelt Roads NS (Ofstie Field)."

Columbia, SC: The airspace description is revised to replace all references to the "Owens Field" with "Columbia Owens Downtown."

Greenville, SC: The airspace description is revised to replace all references to the "Greenville Municipal Downtown Airport" with "Greenville Downtown Airport."

North, SC: The airspace description is revised to replace all references to the "North AFAF" with "North AF AUX."

South Carolina, SC: The airspace description is revised to include only that airspace within the boundary of the State of South Carolina and the airspace within 12 miles of and parallel to the shoreline.

Springfield, TN: The airspace description is revised to replace the reference to the "Springfield Municipal Airport" with "Springfield Robertson County."

FAA Region: Southwest

Crossett, AR: The airspace description is revised to replace all references to "Crossett Municipal Airport" with "Z M Jack Stell Field."

Flippin, AR: The airspace description is revised to replace all references to the "Flippin VOR" with "Flippin VOR/DME."

Fort Smith, AR: The airspace description is revised to delete the reference to the Fort Smith VORTAC since it is not used in the description.

Harrison, AR: The airspace description is revised to replace all references to the "Harrison VOR" with "Harrison VOR/DME," to replace all references to the "Bakky RBN" with "Bakky NDB."

Hot Springs, AR: The airspace description is revised to replace all references to the "Hot Springs VOR" with "Hot Springs VOR/DME," and to replace all references to the "Hossy RBN" with "Hossy NDB."

Jonesboro, AR: The airspace description is revised to replace all references to the "Jonesboro VOR" with "Jonesboro VOR/DME."

Alexandria, LA: The airspace description is revised to replace the reference to "Esler Regional Airport" with "Alexandria Esler Regional."

Bunkie, LA: The airspace description is revised to amend the radius around the Bunkie Municipal Airport from a 6.3-mile radius to a 6.4-mile radius.

Eunice, LA: The airspace description is revised to amend the radius around the Eunice Airport from a 6.3-mile radius to a 6.4-mile radius.

Intracoastal City, LA: The airspace description is revised to replace all references to the "White Lake VORTAC" with "White Lake VOR/DME."

Lafayette, LA: The airspace description is revised to amend the radius around the Lafayette Regional Airport from a 6.3-mile radius to a 6.4-mile radius. In addition, the radius

around the Abbeville Municipal Airport is amended from a 6.5-mile radius to a 6.4-mile radius.

Louisiana, LA: The airspace description is revised to replace all references to State lines and other boundary markers with the phrase "within the boundary of the State of Louisiana, including that airspace within 12 nautical miles from and parallel to the shoreline of Louisiana."

Monroe, LA: The airspace description is revised to delete the reference to the Monroe ILS localizer because it is not used in the description. The reference to the "Sabar RBN," is replaced with "Sabar LOM."

New Roads, LA: The airspace description is revised to replace all references to the "False River Airport" with "False River Air Park."

Ruston, LA: The airspace description is revised to replace all references to the "Lincoln Parrish RBN" with "Lincoln Parish NDB."

Vivian, LA: The airspace description is revised to replace all references to the "Vivian Municipal Airport" with "Vivian Airport."

Carlsbad, NM: The airspace description is revised to replace all references to the "Cavern City ILS Localizer" with "Cavern City Air Terminal Localizer."

Farmington, NM: The airspace description is revised to delete the exclusion of the airspace within the state of Arizona because the transition area does not extend into the state.

Hobbs, NM: The airspace description is revised to replace the reference to the "Hobbs, Lea County Airport" and the reference to the "Lea County Airport" with "Lea County (Hobbs) Airport."

Zuni, NM: The airspace description is revised to replace the reference to the "Zuni Pueblo, Black Rock Airport" with "Black Rock Airport," and to add the geographic position for the Zuni VORTAC.

Ardmore, OK: The airspace description is revised to delete the Ardmore VORTAC 056° extension area.

Bartlesville, OK: The airspace description is revised to replace all references to the "Bartlesville VOR" with "Bartlesville VOR/DME."

Lawton, OK: The airspace description is revised to replace the reference "Lawton VOR" with "Lawton VOR/DME."

McAlester, OK: The airspace description is revised to replace the reference to the "Wampa RBN" with "Wampa LOM."

Shawnee, OK: The airspace description is revised to extend the radius around the Shawnee Municipal Airport from 6.7 miles to 7.0 miles. The radius around the Prague Municipal Airport is extended from 6.3 miles to 6.5 miles. The radius around the Chandler Municipal Airport is extended from 6.1 miles to 6.4 miles. The Prague RBN 360° extension is revised to extend from the 6.5-mile radius of the Seminole Municipal Airport. The Tilghman RBN 352° extension is revised to extend from the 6.4-mile radius of the Chandler Municipal Airport.

Stillwater, OK: The airspace description is revised to replace all references to the "Stillwater VOR" with "Stillwater VOR/DME."

Alice, TX: The airspace description is revised to delete the Kingsville TACAN 332° extension area, and replace the reference to the "Orange Grove TACAN" with "Navy Orange Grove TACAN."

Amarillo, TX: The airspace description is revised to replace the reference to the "Pande RBN" with "Pande LOM/NDB."

Beeville, TX: The airspace description is revised to delete the Beeville RBN 138° extension area.

Brady, TX: The airspace description is revised to replace the reference to the "Brady RBN" with "Brady NDB."

Brownsville, TX: The airspace description is revised to replace the reference to the "Brownsville International Airport" with "Brownsville/South Padre Island International Airport." The airspace description is revised to replace all references to the "Brownsville International Airport" with "Brownsville/South Padre Island International Airport."

Brownwood, TX: The airspace description is revised to delete the Brownwood VOR 359° extension area.

Burnet, TX: The airspace description is revised to replace all references to the "Burnet Municipal-Kate Craddock Field" with "Burnet Municipal Kate Craddock Field."

Clarendon, TX: The airspace description is revised to clarify that the Clarendon RBN 209° extension area begins at the airport.

Dallas-Fort Worth, TX: The airspace description is revised to delete the Acton VORTAC 024° extension area.

Eagle Lake, TX: The airspace description is revised to replace all references to the "Eagle Lake VOR" with "Eagle Lake VOR/DME."

El Campo, TX: The airspace description is revised to replace all references to the "Eagle Lake VOR" with "Eagle Lake VOR/DME."

Evadale, TX: The airspace description is revised to replace all references to the "Evadale Airport" with "Evadale Landing Strip."

Follett, TX: The airspace description is revised to clarify that the Gage VORTAC 296° and 117° extension areas begin at the airport. The Follett RBN 189° extension area is specified to extend from the RBN.

Freeport, TX: The airspace description is revised by deleting the proposed extensions based on the Scholes VORTAC 220° and 233° radials and establishing extensions based on the Scholes VORTAC 237° and 249° radials. The extension based on the 237° radial will extend from 19 miles southwest of the VORTAC to 25.4 miles southwest of the VORTAC. The extension base on the 249° radial will extend from 15 miles southwest of the VORTAC to 28 miles southwest of the VORTAC.

Harlingen, TX: The airspace description is revised to delete the Rio Grande Valley ILS extension area. The airspace description is revised to replace the reference to the "Sebas RBN" with "Sebas LOM/NDB."

Haskell, TX: The airspace description is revised to clarify that the Haskell RBN 015° extension area extends from the airport.

Hebbronville, TX: The airspace description is revised to replace all references to the "Wyatt Ranch Airport" with "O.S. Wyatt Airport."

Higgins, TX: The airspace description is revised to clarify that the Gage VORTAC 207° and 025° extension areas extend from the airport.

Houston, TX: The airspace description is revised to exclude the airspace within the Anahuac, TX Transition Area. In addition, the description of the southwest boundaries of the transition area are clarified.

Jacksonville, TX: The airspace description is revised to replace all references to the "Frankston VOR" with "Frankston VOR/DME," and to replace all references to the "Cherokee RBN" with "Cherokee County RBN."

Kerrville, TX: The airspace description is revised to delete the geographic position for the Kerrville Localizer, because it is not used in the airspace description. In addition, the airspace description is revised to replace all references to the "Shein LOM" with "Shein LOM/NDB."

Killeen, TX: The airspace description is revised to replace all references to the "Killeen NDB" with "Iresh NDB." The airspace description is revised to replace all references to the "Gray VOR" with "Gray VOR/DME."

Larado, TX: The airspace description is revised to change the airspace surrounding Rancho Blanco Airport from a 6.3 mile radius to a 6.6 mile radius.

Lubbock, TX: The airspace description is revised to replace the reference to the "Lubbi RBN" with "Lubbi LOM."

Lufkin, TX: The airspace description is revised to replace all references to the "Lufkin ILS Localizer" with "Angelina County ILS Localizer."

Newgulf, TX: The airspace description is revised to delete the Eagle Lake VORTAC 163° extension area. The airspace description is revised to delete the geographic position for the Eagle Lake VORTAC.

Palestine, TX: The airspace description is revised to replace all references to the "Frankston VOR" with "Frankston VOR/DME."

Rockport, TX: The airspace description is revised to delete the exclusion of the airspace more than 12 miles from a parallel to the shoreline.

Sabine Pass, TX: The airspace description is revised to replace all references to the "Sabine Pass VOR" with "Sabine Pass VOR/DME."

San Angelo, TX: The airspace description is revised to replace all references to the "San Angelo ILS Localizer" with "Mathis Field ILS Localizer."

San Antonio, San Antonio International Airport, TX: The airspace description is revised to clarify that the Castroville RBN 170° extension area extends from the RBN.

Stamford, TX: The airspace description is revised to clarify that the Stamford RBN 176° extension area extends from the airport.

Sulphur Springs, TX: The airspace description is revised to clarify that the Brashear RBN 002° extension area extends from the airport.

Temple, TX: The airspace description is revised to replace all references to the "Temple ILS Localizer" with "Draughon-Miller Localizer."

Texas, TX: The airspace description is revised to replace all references to geographic positions, and other boundary markers with the phrase "within the boundary of the State of Texas, including that airspace within 12 nautical miles from and parallel to the shoreline of Texas." No changes are made to the airspace overlying the State of Texas and excluded from the transition area.

Tyler, TX: The airspace description is revised to replace all references to the "Tyler VOR" with "Tyler VOR/DME," and to replace all references to the "Tyler ILS Localizer" with "Tyler Pounds Field Localizer."

Van Horn, TX: The airspace description is revised to clarify that the Van Horn RBN 053° extension area extends from the airport.

Victoria, TX: The airspace description is revised to replace all references to the "Victoria VOR" with "Victoria VOR/DME."

Weslaco, TX: The airspace description is revised to delete the exclusion of the Mexican airspace.

Wichita Falls, TX: The airspace description is revised to replace all references to the "Sheppard AFB/Wichita Falls Municipal Airport" with "Sheppard AFB-Wichita Falls Municipal Airport."

FAA Region: Western-Pacific

Globe, AZ: The airspace description is revised to replace all references to the "Globe San Carlos Regional Air Facility Radio Beacon" with "Globe NDB."

Heber, AZ: The airspace description is revised to ensure the area meets the boundaries of adjoining airspace areas.

Peach Springs, AZ: The airspace description is revised to include the geographic position for the Grand Canyon VOR/DME.

Portal, AZ: The airspace description for this area is eliminated. The same airspace is encompassed in the transition area entitled New Mexico, NM.

Sedona, AZ: The airspace description is revised to replace all references to the "Sedona RBN" with "Sedona NDB."

Tucson, AZ: The airspace description is revised to ensure the area is aligned with the adjoining controlled airspace.

Yuma, AZ: The airspace description is revised by replacing boundaries based on geographic positions with boundaries based on references to V–135, R–2306C, and R–2306A.

Arcata, CA: The airspace description is revised by replacing the name of the Arcata/Eureka NDB with Abeta NDB. The airspace description is revised to replace all references to the "Murray Airport" with "Murray Field."

Bakersfield, CA: The airspace description is revised to delete the "airspace extending upward from the surface and above within the 5-mile radius of Meadows Field."

Bishop, CA: The airspace description is revised to change the distance from the Bishop VOR 337° radial from 4.3 miles to 4 miles.

Blythe, CA: The airspace description is revised by replacing the boundary based on a 15.6-mile radius from the Blythe Airport with a 15.8-mile radius.

Brawley, CA: The airspace description is revised to delete the reference to NAF El Centro, CA, Airport because the airport is not referenced in the airspace description. The airspace description is revised to replace all references to "Brawley Airport" with "Brawley Municipal Airport."

Chico, CA: The airspace description is revised by reducing the length of a radius from the Chico Municipal Airport from 4.3 miles to 4.1 miles, which is the distance found in the Chico, CA Control Zone. The airspace description is revised to replace all references to the "Chico VOR" with "Chico VOR/DME."

China Lake Naval Air Weapons Station, CA: The airspace description is revised to replace all references to the "China Lake NWC" with "China Lake NAWS/Armitage Field," and all references to the "China Lake NWC TACAN" with "China Lake (Navy) TACAN."

Crows Landing Naval Auxiliary Landing Facility, CA: The airspace description is revised to replace all references to "Patterson Field" with "Patterson Airport."

Davis, CA: The airspace description is revised to replace all references to the "Davis University Airport" with "University Airport."

Delano, CA: The airspace description is deleted because the same airspace is included in the northern section of the Bakersfield, CA Transition Area.

El Centro Naval Air Station, CA: The airspace description is revised to clarify that the floor extends from 700 feet above the surface.

Grass Valley, CA: The airspace description is revised to replace all references to "Marysville VOR" with "Marysville VOR/DME."

Hanford, CA: The airspace description is revised to replace all references to "Visalia VOR" with "Visalia VOR/DME," and to replace all references to "Blair Airport" with "Blair Strip Airport."

Herlong, CA: The airspace description is revised to replace all references to "Amedee VOR" with "Amedee VOR/DME."

Monterey, CA: The airspace description is revised to ensure the boundaries meet each adjoining control zone. It is also revised to clarify the area bounded by V–113.

Oxnard, CA: The airspace description is revised to replace all references to the "Point Mugu NAS" with "Point Mugu NAWS."

Palmdale, CA: The airspace description is revised to delete the reference to the Lancaster NDB, and the airspace that extends upward from the surface.

Point Reyes, CA: The airspace description is revised by specifying that the airspace west of the Point Reyes VORTAC is bounded on the east by the "western edge" of V–199.

Redding, CA: The airspace description is revised to replace the reference to the

"Lassen NDB," and all references to the "Redding NDB" with "Lassn NDB."

Sacramento, CA: The airspace description is revised to replace all references to the "Sacramento McClellan AFB" with "McClellan AFB," and to replace all references to the "Sacramento Mather AFB" with "Mather AFB."

San Francisco, CA: The airspace description is revised to replace all references to "Alameda NAS" with "Alameda NAS (Nimitz Field)."

San Jose, CA: The airspace description is revised to replace all references to the "San Jose Reid-Hillview Airport" with "Reid-Hillview of Santa Clara County Airport."

San Luis Obispo, CA: The airspace description is revised by redefining the extension southwest of the San Luis Obispo County-McChesney Field.

Santa Maria, CA: The airspace description is revised for charting purposes.

Ukiah, CA: The airspace description is revised to include airspace between 17.4 and 20.9 miles from the Red Bluff VORTAC.

Visalia, CA: The airspace description is revised to replace all references to the "Ianni Airport" with "Ianni Strip," and to replace all references to the "Swanson Ranch Airport" with "Swanson Ranch NR1 Airport."

Guam Island, GU: The airspace description is revised by replacing references to geographic positions with references to the 243° bearing of Anderson Air Force Base.

Barking Sands, HI: The airspace description is revised by deleting the reference to the South Kauai VORTAC, which is not used in the airspace description.

Hawaiian Islands, HI: The airspace description is revised by clarifying the area for charting purposes.

Honolulu, Honolulu International Airport, HI: The airspace description is revised to align the area with the control zone for Honolulu International Airport.

Fallon, NV: The airspace description is revised to replace all references to the "Fallon NAS" with "Fallon NAS (Van Voorhis Field," and to replace all references to the "Fallon TACAN" with "Fallon Navy TACAN."

Las Vegas, NV: The airspace description is revised to replace all references to the "Grand Canyon VOR" with "Grand Canyon VOR/DME."

Mercury, NV: The airspace description is revised to exclude the airspace in restricted area R–4808N.

Tonopah, NV: The airspace description is revised to clarify that the southern area is bounded by the 083° and 263° radials.

Revisions to proposed airspace areas by updating a geographic position:

FAA region	Proposed geographic position	Revised geographic position
Alaskan		
Name and airport or facility:		
Adak, AK:		
Adak NAS Airport	Lat. 51°52'46" N., Long. 176°38'37" W	Lat. 51°52'58" N., Long. 176°38'41" W.
Adak TACAN	Lat. 51°52'31" N., Long. 176°40'42" W	Lat. 51°52'22" N., Long. 176°40'18" W.
Adak NDB	Lat. 51°55'01" N., Long. 176°33'09" W	Lat. 51°55'06" N., Long. 176°33'52" W.
Adak Localizer	Lat. 51°52'72" N., Long. 176°39'49" W	Lat. 51°52'43" N., Long. 176°39'41" W.
Amchitca Island, AK:		
Amchitka Island Airport	Lat. 51°22'43" N., Long. 179°15'32" E	Lat. 51°22'48" N., Long. 179°16'24" E.
Amchitka VORTAC	Lat. 51°23'02" N., Long. 179°17'12" E	Lat. 51°22'37" N., Long. 179°16'37" E.
Bethel, AK:		
Bethel Airport	Lat. 60°46'50" N., Long. 161°50'08" W	Lat. 60°46'50" N., Long. 161°50'09" W.
Emmonak, AK:		
Emmonak Airport	Lat. 62°46'00" N., Long. 164°30'00" W	Lat. 62°47'10" N., Long. 164°29'19" W.
Emmonak VOR/DME	Lat. 62°47'01" N., Long. 164°29'01" W	Lat. 62°47'03" N., Long. 164°29'07" W.
Fairbanks, Eielson Air Force Base, AK:		
Eielson Air Force Base	Lat. 64°39'58" N., Long. 147°05'56" W	Lat. 64°39'54" N., Long. 147°05'50" W.
Eielson TACAN	Lat. 64°41'03" N., Long. 147°07'07" W	Lat. 64°41'18" N., Long. 147°06'40" W.
Galena, AK:		
Galena Airport	Lat. 64°44'13" N., Long. 156°56'06" W	Lat. 64°44'12" N., Long. 156°56'06" W.
Bishop NDB	Lat. 64°44'17" N., Long. 156°46'23" W	Lat. 64°44'17" N., Long. 156°48'23" W.
Central		
Name and airport or facility:		
Audubon, IA:		
Audubon County Airport	Lat. 41°42'08" N., Long. 94°55'15" W	Lat. 41°42'05" N., Long. 94°55'13" W.
Boone, IA:		
Boone Municipal Airport	Lat. 42°02'58" N., Long. 93°50'51" W	Lat. 42°02'59" N., Long. 93°50'50" W.
Boone NDB	Lat. 42°03'17" N., Long. 93°51'06" W	Lat. 42°03'16" N., Long. 93°51'10" W.
Chariton, IA:		
Chariton Municipal Airport	Lat. 41°01'11" N., Long. 93°21'35" W	Lat. 41°01'11" N., Long. 93°21'34" W.
Chariton NDB	Lat. 41°01'00" N., Long. 93°21'37" W	Lat. 41°01'00" N., Long. 93°21'42" W.
Charles City, IA:		
Charles City Municipal Airport	Lat. 43°04'22" N., Long. 92°36'37" W	Lat. 43°04'21" N., Long. 92°36'38" W.
Charles City NDB	Lat. 43°04'18" N., Long. 92°36'35" W	Lat. 43°04'07" N., Long. 92°36'29" W.
Marshalltown, IA:		
Marshalltown NDB	Lat. 42°06'37" N., Long. 92°55'00" W	Lat. 42°06'36" N., Long. 92°55'00" W.
Shenandoah, IA:		
Shenandoah Municipal Airport	Lat. 40°45'09" N., Long. 95°24'53" W	Lat. 40°45'08" N., Long. 95°24'53" W.
Webster City, IA:		
Webster City NDB	Lat. 42°26'25" N., Long. 93°52'00" W	Lat. 42°26'29" N., Long. 93°52'09" W.
Clay Center, KS:		
Clay Center NDB	Lat. 39°22'50" N., Long. 97°09'40" W	Lat. 39°22'51" N., Long. 97°09'39" W.
Hugoton, KS:		
Hugoton NDB	Lat. 37°09'49" N., Long. 101°22'25" W	Lat. 37°09'49" N., Long. 101°22'27" W.
Olathe, Johnson County Executive Airport, KS:		
Johnson County Executive Airport	Lat. 38°50'51" N., Long. 94°44'15" W	Lat. 38°50'51" N., Long. 94°44'14" W.
Pittsburg, KS:		
Atkinson Municipal Airport	Lat. 37°26'48" N., Long. 94°43'50" W	Lat. 37°26'51" N., Long. 94°43'51" W.

FAA region	Proposed geographic position	Revised geographic position
Wichita Mid Continent Airport, KS:		
Wichita McConnell Air Force Base	Lat. 37°37'26" N., Long. 97°15'51" W.	Lat. 37°37'23" N., Long. 97°16'02" W.
Ava, MO:		
Bilmart NDB	Lat. 36°58'11" N., Long. 92°40'58" W.	Lat. 36°58'11" N., Long. 92°40'38" W.
Boonville, MO:		
Jesse Viertel Memorial Airport	Lat. 38°56'50" N., Long. 92°41'19" W.	Lat. 38°56'45" N., Long. 92°40'57" W.
Bowling Green, MO:		
Bowling Green Municipal Airport	Lat. 39°22'11" N., Long. 91°13'06" W.	Lat. 39°22'12" N., Long. 91°13'09" W.
Brookfield, MO:		
General John J. Pershing Memorial Airport	Lat. 39°45'40" N., Long. 93°06'15" W.	Lat. 39°45'45" N., Long. 93°06'19" W.
Butler, MO:		
Butler Memorial Airport	Lat. 38°17'13" N., Long. 94°20'24" W.	Lat. 38°17'23" N., Long. 94°20'24" W.
Chillicothe Municipal Airport	Lat. 39°46'45" N., Long. 93°30'00" W.	Lat. 39°46'55" N., Long. 93°29'46" W.
Fort Leonard Wood, MO:		
Forney Army Air Field	Lat. 37°44'30" N., Long. 92°08'26" W.	Lat. 37°44'31" N., Long. 92°08'24" W.
Fulton, MO:		
Elton Hensley Memorial Airport	Lat. 38°50'22" N., Long. 92°00'17" W.	Lat. 38°50'23" N., Long. 92°00'15" W.
Joplin, MO:		
Joplin Regional Airport	Lat. 37°08'58" N., Long. 94°29'54" W.	Lat. 37°09'02" N., Long. 94°29'53" W.
Lee's Summit, MO:		
Lee's Summit Municipal Airport	Lat. 38°57'50" N., Long. 94°22'25" W.	Lat. 38°57'37" N., Long. 94°22'14" W.
Lexington, MO:		
Lexington Municipal Airport	Lat. 39°12'36" N., Long. 93°55'37" W.	Lat. 39°12'35" N., Long. 93°55'40" W.
Maryville, MO:		
Maryville Memorial Airport	Lat. 40°21'00" N., Long. 94°54'45" W.	Lat. 40°21'09" N., Long. 94°54'55" W.
Mexico, MO:		
Mexico Memorial Airport	Lat. 39°09'28" N., Long. 91°49'07" W.	Lat. 30°09'27" N., Long. 91°49'05" W.
Moberly, MO:		
Omar N. Bradley Airport	Lat. 39°27'50" N., Long. 92°25'35" W.	Lat. 39°27'50" N., Long. 92°25'39" W.
Monroe City, MO:		
Monroe City Regional Airport	Lat. 39°38'05" N., Long. 91°43'40" W.	Lat. 39°38'04" N., Long. 91°43'37" W.
Sedalia, MO:		
Sedalia Memorial Airport	Lat. 38°42'15" N., Long. 93°11'00" W.	Lat. 38°42'15" N., Long. 93°10'33" W.
Saint Louis, MO:		
St. Charles County Smartt Airport	Lat. 38°55'43" N., Long. 90°25'41" W.	Lat. 38°55'47" N., Long. 90°25'47" W.
Trenton, MO:		
Trenton Municipal Airport	Lat. 40°05'03" N., Long. 93°35'26" W.	Lat. 40°05'01" N., Long. 93°35'26" W.
Warrensburg, MO:		
Skyhaven Airport	Lat. 38°46'55" N., Long. 93°48'09" W.	Lat. 38°47'03" N., Long. 93°48'08" W.
Washington, MO:		
Washington Memorial Airport	Lat. 38°35'32" N., Long. 90°59'52" W.	Lat. 38°35'30" N., Long. 90°59'51" W.
Wentzville, MO:		
Wentzville Airport	Lat. 38°49'15" N., Long. 90°50'05" W.	Lat. 38°49'17" N., Long. 90°50'02" W.
Scottsbluff, NE:		
William B. Heilig Field Airport	Lat. 41°52'34" N., Long. 103°35'53" W.	Lat. 41°52'27" N., Long. 103°35'43" W.
Eastern		
Name and airport or facility:		
Dover, DE:		
Dover TACAN	Lat. 39°07'54" N., Long. 75°28'06" W.	Lat. 39°07'56" N., Long. 75°28'04" W.
Delaware Airpark	Lat. 39°13'06" N., Long. 75°35'50" W.	Lat. 39°13'06" N., Long. 75°35'48" W.
Laurel, DE:		
Laurel Airport	Lat. 38°32'30" N., Long. 75°35'30" W.	Lat. 38°32'30" N., Long. 75°35'40" W.
Wilmington, DE:		
New Castle County Airport	Lat. 39°40'42" N., Long. 75°36'25" W.	Lat. 39°40'43" N., Long. 75°36'25" W.
Summit Airpark	Lat. 39°31'17" N., Long. 75°43'17" W.	Lat. 39°31'13" N., Long. 75°43'15" W.
Aberdeen, MD:		
Phillips Army Air Field	Lat. 39°28'00" N., Long. 76°10'12" W.	Lat. 39°27'58" N., Long. 76°10'12" W.
Easton, MD:		
Easton Municipal Airport	Lat. 38°48'19" N., Long. 76°04'08" W.	Lat. 38°48'15" N., Long. 76°04'10" W.
Easton NDB	Lat. 38°48'16" N., Long. 76°04'11" W.	Lat. 38°48'17" N., Long. 76°04'11" W.
Edgewood, MD:		
Weide Army Air Field	Lat. 39°23'30" N., Long. 76°17'30" W.	Lat. 39°23'31" N., Long. 76°17'29" W.
Frederick, MD:		
Frederick Municipal Airport	Lat. 39°24'56" N., Long. 77°22'34" W.	Lat. 39°25'03" N., Long. 77°22'29" W.
Patuxent River, MD:		
Patuxent VORTAC	Lat. 38°17'26" N., Long. 76°24'03" W.	Lat. 38°17'16" N., Long. 76°24'02" W.
Millville, NJ:		
Millville Municipal Airport	Lat. 39°22'05" N., Long. 74°04'28" W.	Lat. 39°22'05" N., Long. 74°04'26" W.
Ocean City, NJ:		
Ocean City Municipal Airport	Lat. 38°15'49" N., Long. 74°36'28" W.	Lat. 39°15'49" N., Long. 74°36'28" W.
Babylon, NY:		
Republic Airport	Lat. 40°43'43" N., Long. 72°24'50" W.	Lat. 40°43'43" N., Long. 73°24'50" W.
Grumman-Bethpage Airport	Lat. 40°44'48" N., Long. 73°29'36" W.	Lat. 40°44'45" N., Long. 73°29'30" W.
Binghamton, NY:		
Edwin A. Link Field/Broome County Airport	Lat. 42°12'27" N., Long. 75°58'46" W.	Lat. 42°12'30" N., Long. 75°58'48" W.
Brockport, NY:		
Ledgedale Airpark	Lat. 43°10'52" N., Long. 77°54'49" W.	Lat. 43°10'52" N., Long. 77°54'50" W.
Calverton, NY:		
Calverton Naval Weapons Industrial Reserve Plant (Peconic).	Lat. 40°55'46" N., Long. 72°47'58" W.	Lat. 40°55'54" N., Long. 72°47'33" W.

FAA region	Proposed geographic position	Revised geographic position
Plattsburgh, NY:		
Plattsburgh Air Force Base	Lat. 44°39'06" N., Long. 73°28'06" W.	Lat. 44°39'03" N., Long. 73°28'06" W.
Valcour TACAN	Lat. 44°36'30" N., Long. 73°26'36" W.	Lat. 44°36'31" N., Long. 73°26'39" W.
Potsdam, NY:		
Potsdam Municipal Airport (Damon Field)	Lat. 44°40'34" N., Long. 74°56'59" W.	Lat. 44°40'36" N., Long. 74°56'56" W.
Red Hook, NY:		
Skypark Airport	Lat. 41°59'05" N., Long. 73°50'11" W.	Lat. 41°59'10" N., Long. 73°50'14" W.
Romulus, NY:		
Seneca Army Air Field	Lat. 42°42'54" N., Long. 76°53'00" W.	Lat. 42°42'55" N., Long. 76°52'57" W.
Utica, NY:		
Griffiss Air Force Base	Lat. 43°14'00" N., Long. 75°24'24" W.	Lat. 43°14'02" N., Long. 75°24'27" W.
Downington, PA:		
Bob Shannon Memorial Field Airport	Lat. 39°58'53" N., Long. 75°44'27" W.	Lat. 39°58'56" N., Long. 75°44'28" W.
Erie, PA:		
Erie International Airport	Lat. 42°04'54" N., Long. 80°10'38" W.	Lat. 42°04'55" N., Long. 80°10'35" W.
Chesapeake, VA:		
Chesapeake Municipal Airport	Lat. 36°39'47" N., Long. 76°19'21" W.	Lat. 36°39'51" N., Long. 76°19'20" W.
Dahlgren, VA:		
Dahlgren NSWC	Lat. 38°19'58" N., Long. 77°02'14" W.	Lat. 38°19'57" N., Long. 77°02'15" W.
Norfolk, VA:		
Norfolk Naval Air Station (Chambers Field)	Lat. 36°56'15" N., Long. 76°17'23" W.	Lat. 36°56'14" N., Long. 76°17'26" W.
Langley Air Force Base	Lat. 37°05'00" N., Long. 76°21'42" W.	Lat. 37°04'58" N., Long. 76°21'39" W.
Oceana Naval Air Station (Apollo Soucek Field)	Lat. 36°49'24" N., Long. 76°01'54" W.	Lat. 36°49'14" N., Long. 76°02'02" W.
Felker Army Air Field	Lat. 37°08'00" N., Long. 76°36'36" W.	Lat. 37°07'57" N., Long. 76°36'33" W.
Felker NDB	Lat. 37°08'18" N., Long. 76°37'06" W.	Lat. 37°08'19" N., Long. 76°37'08" W.
Quantico, VA:		
Quantico Marine Corps Air Field (Turner Field)	Lat. 38°30'15" N., Long. 77°18'24" W.	Lat. 38°30'06" N., Long. 77°18'21" W.
Winchester, VA:		
Winchester Regional	Lat. 39°08'33" N., Long. 78°08'36" W.	Lat. 39°08'36" N., Long. 78°08'41" W.
Lewisburg, WV:		
Greenbriar Valley Airport	Lat. 37°51'30" N., Long. 80°23'59" W.	Lat. 37°51'29" N., Long. 80°23'59" W.
Great Lakes		
Belvidere, IL:		
Belvidere LTD Airport	Lat. 42°19'17" N., Long. 88°50'14" W.	Lat. 42°19'22" N., Long. 88°50'11" W.
Cahokia, IL:		
Cahokia, St. Louis Downtown-Parks Airport	Lat. 38°34'17" N., Long. 90°09'26" W	Lat. 38°34'14" N., Long. 90°09'22" W.
Carmi, IL:		
Carmi Municipal Airport	Lat. 38°05'22" N., Long. 88°07'23" W.	Lat. 38°05'23" N., Long. 88°07'23" W.
Centralia, IL:		
Centralia Municipal Airport	Lat. 38°30'40" N., Long. 89°05'35" W.	Lat. 38°30'53" N., Long. 89°05'32" W.
Dixon, IL:		
Dixon Municipal Airport-Charles R. Walgreen Field.	Lat. 41°50'04" N., Long. 89°26'38" W.	Lat. 41°50'01" N., Long. 89°26'46" W.
Dwight, IL:		
Dwight Airport	Lat. 41°08'02" N., Long. 88°26'20" W.	Lat. 41°08'00" N., Long. 88°26'27" W.
Effingham, IL:		
Effingham County Memorial Airport	Lat. 39°04'29" N., Long. 88°32'12" W.	Lat. 39°04'13" N., Long. 88°31'59" W.
Fairfield, IL:		
Fairfield Municipal Airport	Lat. 38°23'00" N., Long. 88°25'00" W.	Lat. 38°22'43" N., Long. 88°24'41" W.
Flora, IL:		
Flora Municipal Airport	Lat. 38°39'55" N., Long. 88°27'10" W.	Lat. 38°39'57" N., Long. 88°27'09" W.
Freeport, IL:		
Albertus Airport	Lat. 42°14'48" N., Long. 89°34'55" W.	Lat. 42°14'48" N., Long. 89°34'54" W.
Gibson City, IL:		
Gibson City Municipal Airport	Lat. 40°29'00" N., Long. 88°16'00" W.	Lat. 40°29'09" N., Long. 88°16'02" W.
Greenville, IL:		
Greenville Airport	Lat. 38°50'09" N., Long. 89°22'51" W.	Lat. 38°50'10" N., Long. 88°22'42" W.
Harrisburg, IL:		
Harrisburg-Raleigh Airport	Lat. 37°48'45" N., Long. 88°33'00" W.	Lat. 37°48'41" N., Long. 88°32'56" W.
Jacksonville, IL:		
Jacksonville Municipal Airport	Lat. 39°46'30" N., Long. 90°14'15" W.	Lat. 39°46'27" N., Long. 90°14'18" W.
Kankakee, IL:		
Greater Kankakee Airport	Lat. 41°04'20" N., Long. 87°50'48" W.	Lat. 41°04'17" N., Long. 87°50'46" W.
Kewanee, IL:		
Kewanee Municipal Airport	Lat. 41°12'25" N., Long. 89°57'33" W.	Lat. 41°12'19" N., Long. 89°57'50" W.
Lacon, IL:		
Marshall County Airport	Lat. 41°01'05" N., Long. 89°23'08" W.	Lat. 41°01'09" N., Long. 89°23'11" W.
Lawrenceville, IL:		
Lawrenceville-Vincennes International Airport	Lat. 38°45'35" N., Long. 87°36'27" W.	Lat. 38°45'51" N., Long. 87°36'20" W.
Mount Carmel Municipal Airport	Lat. 38°36'24" N., Long. 87°43'34" W.	Lat. 38°36'23" N., Long. 87°43'36" W.
Litchfield, IL:		
Litchfield Municipal Airport	Lat. 39°09'50" N., Long. 89°40'36" W.	Lat. 39°09'59" N., Long. 89°40'29" W.
Marion, IL:		
Williamson County Regional Airport	Lat. 37°45'13" N., Long. 89°00'45" W.	Lat. 37°45'11" N., Long. 89°00'42" W.
Moline, IL:		
MOLLI LOM	Lat. 41°27'04" N., Long. 90°37'16" W.	Lat. 41°26'57" N., Long. 90°37'06" W.
Monee, IL:		
Sanger Airport	Lat. 41°22'39" N., Long. 87°40'55" W.	Lat. 41°22'39" N., Long. 87°40'53" W.
Paris, IL:		
Edgar County Airport	Lat. 39°42'00" N., Long. 87°40'17" W.	Lat. 39°42'00" N., Long. 88°40'14" W.

FAA region	Proposed geographic position	Revised geographic position
Paxton, IL:		
Paxton Airport	Lat. 40°26'55" N., Long. 88°07'40" W.	Lat. 40°26'56" N., Long. 88°07'40" W.
Peru, IL:		
Illinois Valley Regional-Walter A. Duncan Field	Lat. 41°21'16" N., Long. 89°09'08" W.	Lat. 41°21'07" N., Long. 89°09'11" W.
Pittsfield, IL:	Lat. 39°38'22" N., Long. 90°46'51" W.	Lat. 39°38'22" N., Long. 90°46'46" W.
Pittsfield Penstone Municipal Airport		
Pontiac Municipal Airport	Lat. 40°51'30" N., Long. 88°38'15" W.	Lat. 40°51'31" N., Long. 88°38'16" W.
Rochelle, IL:		
Airport-Koritz Field	Lat. 41°53'37" N., Long. 89°04'33" W.	Lat. 41°53'35" N., Long. 89°04'42" W.
Saint Jacob, IL:		
Shafer Metro East Airport	Lat. 38°44'00" N., Long. 89°48'24" W.	Lat. 38°43'58" N., Long. 89°48'23" W.
Salem, IL:		
Salem-Leckrone Airport	Lat. 38°38'36" N., Long. 88°57'50" W.	Lat. 38°38'34" N., Long. 88°57'51" W.
Salem NDB	Lat. 38°38'38" N., Long. 88°58'03" W.	Lat. 38°38'38" N., Long. 88°58'02" W.
Shelbyville, IL:		
Shelby County Airport	Lat. 39°24'38" N., Long. 88°50'43" W.	Lat. 39°24'37" N., Long. 88°50'43" W.
Sparta, IL:		
Sparta Community—Hunter Field	Lat. 38°08'57" N., Long. 89°41'55" W.	Lat. 38°08'56" N., Long. 89°41'55" W.
Vandalia, IL:		
Vandalia Municipal Airport	Lat. 38°59'32" N., Long. 89°09'54" W.	Lat. 38°59'28" N., Long. 89°09'58" W.
Huntington, IN:		
Huntington Municipal Airport	Lat. 40°51'12" N., Long. 85°27'37" W.	Lat. 40°51'11" N., Long. 85°27'34" W.
Indianapolis Terry Airport, IN:		
Indianapolis Terry Airport	Lat. 40°01'53" N., Long. 86°15'05" W.	Lat. 40°01'50" N., Long. 86°15'05" W.
Kendallville, IN:		
Kendallville Municipal Airport	Lat. 41°28'22" N., Long. 85°15'46" W.	Lat. 41°28'22" N., Long. 85°15'39" W.
South Bend, IN:		
Jerry Tyler Memorial Airport	Lat. 41°50'30" N., Long. 86°13'30" W.	Lat. 41°50'09" N., Long. 86°13'31" W.
Wabash, IN:		
Wabash County Airport	Lat. 40°45'43" N., Long. 85°47'57" W.	Lat. 40°45'43" N., Long. 85°47'56" W.
Allegan, MI:		
Allegan, Padgham Field	Lat. 42°31'45" N., Long. 85°49'00" W.	Lat. 42°31'50" N., Long. 85°49'27" W.
Alma, MI:		
Alma, Gratiot Community Airport	Lat. 43°19'15" N., Long. 84°41'12" W.	Lat. 43°19'20" N., Long. 84°41'17" W.
Bad Axe, MI:		
Bad Axe, Huron County Memorial Airport	Lat. 43°47'01" N., Long. 82°59'10" W.	Lat. 43°47'02" N., Long. 82°59'11" W.
Baldwin, MI:		
Baldwin Municipal Airport	Lat. 43°52'35" N., Long. 85°50'25" W.	Lat. 43°52'32" N., Long. 85°50'27" W.
Boyne Falls, MI:		
Boyne Falls, Boyne Mountain Airport	Lat. 45°10'03" N., Long. 84°55'30" W.	Lat. 45°09'57" N., Long. 84°55'27" W.
Cadillac, MI:		
Cadillac, Wexford County Airport	Lat. 44°16'33" N., Long. 85°25'17" W.	Lat. 44°16'31" N., Long. 85°25'08" W.
Caro, MI:		
Caro Municipal Airport	Lat. 43°27'33" N., Long. 83°26'40" W.	Lat. 43°27'33" N., Long. 83°26'43" W.
Charlevoix, MI:		
Charlevoix Municipal Airport	Lat. 45°18'17" N., Long. 85°16'18" W.	Lat. 45°18'16" N., Long. 85°16'20" W.
Charlotte, MI:		
Charlotte, Fitch H. Beach Airport	Lat. 42°34'30" N., Long. 84°48'45" W.	Lat. 42°34'28" N., Long. 84°48'41" W.
Cheboygan, MI:		
Cheboygan City-County Airport	Lat. 45°39'15" N., Long. 84°31'06" W.	Lat. 45°39'13" N., Long. 84°31'07" W.
Coldwater, MI:		
Coldwater, Branch County Memorial Airport	Lat. 41°56'05" N., Long. 85°02'55" W.	Lat. 41°56'00" N., Long. 85°03'09" W.
Drummond Island, MI:		
Drummond Island Airport	Lat. 46°00'40" N., Long. 83°44'45" W.	Lat. 46°00'31" N., Long. 83°44'47" W.
East Tawas, MI:		
East Tawas, Iosco County Airport	Lat. 44°18'48" N., Long. 83°25'24" W.	Lat. 44°18'46" N., Long. 83°25'20" W.
Flint, MI:		
Linden, Prices Airport	Lat. 42°48'25" N., Long. 83°46'20" W.	Lat. 42°48'27" N., Long. 83°46'29" W.
Gladwin, MI:		
Charles C. Zettel Memorial Airport	Lat. 43°58'07" N., Long. 84°28'26" W.	Lat. 43°58'14" N., Long. 84°28'30" W.
Grayling, MI:		
Grayling Army Air Field	Lat. 44°40'49" N., Long. 84°43'49" W.	Lat. 44°40'49" N., Long. 84°43'44" W.
Greenville, MI:		
Greenville Municipal Airport	Lat. 43°08'30" N., Long. 85°15'15" W.	Lat. 43°08'32" N., Long. 85°15'16" W.
Hillsdale, MI:		
Hillsdale Municipal Airport	Lat. 41°55'15" N., Long. 84°35'10" W.	Lat. 41°55'16" N., Long. 84°35'08" W.
Holland, MI:		
Holland, Park Township Airport	Lat. 42°47'46" N., Long. 86°09'41" W.	Lat. 42°47'45" N., Long. 86°09'43" W.
Houghton Lake, MI:		
Houghton Lake, Roscommon County Airport	Lat. 44°21'00" N., Long. 84°40'00" W.	Lat. 44°21'36" N., Long. 84°40'15" W.
Ionia, MI:		
Ionia County Airport	Lat. 42°56'15" N., Long. 85°04'00" W.	Lat. 42°56'16" N., Long. 85°03'39" W.
Lapeer, MI:		
Lapeer, Dupont-Lapeer Airport	Lat. 43°04'01" N., Long. 83°16'16" W.	Lat. 43°04'01" N., Long. 83°16'21" W.
Ludington, MI:		
Ludington, Mason County Airport	Lat. 43°57'50" N., Long. 86°24'31" W.	Lat. 43°57'45" N., Long. 86°24'28" W.
Mackinac Island, MI:		
Mackinac Island Airport	Lat. 45°51'55" N., Long. 84°38'13" W.	Lat. 45°51'54" N., Long. 84°38'14" W.
Manistique, MI:		
Manistique, Schoolcraft County Airport	Lat. 45°58'30" N., Long. 86°10'36" W.	Lat. 45°58'29" N., Long. 86°10'18" W.
Marlette, MI:		
Marlette Airport	Lat. 43°18'48" N., Long. 83°05'30" W.	Lat. 43°18'43" N., Long. 83°05'28" W.

FAA region	Proposed geographic position	Revised geographic position
Marshall, MI:		
Brooks Field	Lat. 42°15'04" N., Long. 84°57'19" W.	Lat. 42°15'04" N., Long. 84°57'20" W.
Mason, MI:		
Mason-Jewett Field	Lat. 42°33'57" N., Long. 84°25'31" W.	Lat. 42°33'57" N., Long. 84°25'27" W.
Monroe, MI:		
Monroe, Custer Airport	Lat. 41°56'24" N., Long. 83°26'04" W.	Lat. 41°56'24" N., Long. 83°26'05" W.
Mount Pleasant, MI:		
Mount Pleasant Municipal Airport	Lat. 43°37'15" N., Long. 84°44'00" W	Lat. 43°37'18" N., Long. 84°44'15" W.
Muskegon, MI:		
Grand Haven Memorial Airpark	Lat. 43°02'00" N., Long. 86°12'00" W.	Lat. 43°02'03" N., Long. 86°11'53" W.
Newberry, MI:		
Newberry, Luce County Hale Airport	Lat. 46°18'39" N., Long. 85°27'22" W.	Lat. 46°18'38" N., Long. 85°27'22" W.
Ontonagon, MI:		
Ontonagon County Airport	Lat. 46°50'47" N., Long 89°21'29" W.	Lat. 46°50'44" N., Long 89°22'01" W.
Oscoda, MI:		
Wurtsmith Air Force Base	Lat. 44°27'06" N., Long. 83°23'39" W.	Lat. 44°27'05" N., Long. 83°23'39" W.
Rogers City, MI:		
Presque Isle County Airport	Lat. 45°24'27" N., Long. 83°48'46" W.	Lat. 45°24'26" N., Long. 83°48'46" W.
Saginaw, Harry W. Browne Airport, MI:		
Harry W. Browne Airport	Lat. 43°25'58" N., Long. 83°51'43" W.	Lat. 43°26'00" N., Long. 83°51'50" W.
Saginaw, Harry W. Browne Airport, MI:		
Harry W. Browne Airport	Lat. 43°25'58" N., Long. 83°51'43" W.	Lat. 43°26'00" N., Long. 83°51'50" W.
Saginaw, Tri-City Airport, MI:		
James Clements Municipal Airport	Lat. 43°32'49" N., Long. 83°53'42" W.	Lat. 43°32'47" N., Long. 83°53'44" W.
Jack Barstow Airport	Lat. 43°39'45" N., Long. 84°15'45" W.	Lat. 43°39'46" N., Long. 84°15'41" W.
South Haven, MI:		
South Haven Area Regional Airport	Lat. 42°21'15" N., Long. 86°15'45" W.	Lat. 42°21'06" N., Long. 86°15'19" W.
Sparta, MI:		
Sparta Airport	Lat. 43°07'43" N., Long. 85°40'26" W.	Lat. 43°07'43" N., Long. 85°40'37" W.
Tecumseh, MI:		
Tecumseh, Al Meyers Airport	Lat. 42°01'32" N., Long. 83°56'26" W.	Lat. 42°01'30" N., Long. 83°56'21" W.
Three Rivers, MI:		
Three Rivers Municipal Airport DR Haines	Lat. 41°57'31" N., Long. 85°35'40" W.	Lat. 41°57'35" N., Long. 85°35'36" W.
West Branch, MI:		
West Branch Community Airport	Lat. 44°14'41" N., Long. 84°10'48" W.	Lat. 44°14'41" N., Long. 84°10'47" W.
Albert Lea, MN:		
Albert Lea Municipal Airport	Lat. 43°41'00" N., Long. 93°22'00" W.	Lat. 43°40'54" N., Long. 93°22'01" W.
Alexandria, MN:		
Chandler Field	Lat. 45°51'59" N., Long. 95°23'35" W.	Lat. 45°51'59" N., Long. 95°23'40" W.
Austin, MN:		
Austin Municipal Airport	Lat. 43°40'00" N., Long. 92°56'00" W.	Lat. 43°39'54" N., Long. 92°56'00" W.
Benson, MN:		
Benson Municipal Airport	Lat. 45°19'56" N., Long. 95°39'00" W.	Lat. 45°19'55" N., Long. 95°39'01" W.
Blue Earth, MN:		
Blue Earth Municipal Airport	Lat. 43°35'42" N., Long. 94°05'35" W.	Lat. 43°35'43" N., Long. 94°05'33" W.
Buffalo, MN:		
Buffalo Municipal Airport	Lat. 45°09'32" N., Long. 93°50'33" W.	Lat. 45°09'33" N., Long. 93°50'35" W.
Cambridge, MN:		
Cambridge Municipal Airport	Lat. 45°33'30" N., Long. 93°15'52" W.	Lat. 45°33'31" N., Long. 93°15'52" W.
Camp Riley, MN:		
Ray S. Miller Army Air Field	Lat. 46°05'24" N., Long. 94°21'30" W.	Lat. 46°05'00" N., Long. 94°21'00" W.
Cook, MN:		
Cook Municipal Airport	Lat. 47°49'30" N., Long. 92°41'30" W.	Lat. 47°49'19" N., Long. 92°41'21" W.
Crookston, MN:		
Crookston Municipal Kirkwood Field	Lat. 47°50'30" N., Long. 96°37'15" W.	Lat. 47°50'30" N., Long. 96°37'17" W.
Detroit Lakes, MN:		
Detroit Lakes Airport	Lat. 46°49'34" N., Long. 95°53'06" W.	Lat. 46°49'31" N., Long. 95°53'07" W.
Duluth, MN:		
Sky Harbor Airport	Lat. 46°43'18" N., Long. 92°02'36" W.	Lat. 46°43'19" N., Long. 92°02'36" W.
Faribault, MN:		
Faribault Municipal Airport	Lat. 44°19'30" N., Long. 93°18'30" W.	Lat. 44°19'29" N., Long. 93°18'38" W.
Fosston, MN:		
Fosston Municipal Airport	Lat. 47°35'35" N., Long. 95°46'30" W.	Lat. 47°35'34" N., Long. 95°46'24" W.
Glenwood, MN:		
Glenwood Municipal Airport	Lat. 45°38'38" N., Long. 95°19'15" W.	Lat. 45°38'42" N., Long. 95°19'14" W.
Grand Marais, MN:		
Devils Track Municipal Airport	Lat. 47°49'45" N., Long. 90°23'00" W.	Lat. 47°49'38" N., Long. 90°22'46" W.
Hutchinson, MN:		
Hutchinson Municipal Airport-Butler Field	Lat. 44°51'33" N., Long. 94°22'54" W.	Lat. 44°51'32" N., Long. 94°22'54" W.
Jackson, MN:		
Jackson Municipal Airport	Lat. 43°39'00" N., Long. 94°59'00" W.	Lat. 43°39'00" N., Long. 94°59'11" W.
Little Falls, MN:		
Little Falls-Morrison County Airport	Lat. 45°56'56" N., Long. 94°20'44" W.	Lat. 45°56'58" N., Long. 94°20'49" W.
Madison, MN:		
Madison-Lac Qui Parle Airport	Lat. 44°59'11" N., Long. 96°10'43" W.	Lat. 44°59'11" N., Long. 96°10'39" W.
Maple Lake, MN:		
Maple Lake Municipal Airport	Lat. 45°14'10" N., Long. 93°59'05" W	Lat. 45°14'10" N., Long. 93°59'07" W.
Marshall, MN:		
Marshall Municipal Airport-Ryan Field	Lat. 44°27'01" N., Long. 95°49'25" W.	Lat. 44°27'00" N., Long. 95°49'19" W.
Montevideo, MN:		
Montevideo-Chippewa Airport	Lat. 44°58'30" N., Long. 95°42'15" W.	Lat. 44°58'09" N., Long. 95°42'36" W.
Morris, MN:		
Morris Municipal Airport	Lat. 45°34'00" N., Long. 95°58'00" W.	Lat. 45°34'00" N., Long. 95°58'02" W.

FAA region	Proposed geographic position	Revised geographic position
New Ulm, MN:		
New Ulm Municipal Airport	Lat. 44°19'10" N., Long. 94°30'06" W.	Lat. 44°19'11" N., Long. 94°30'07" W.
Olivia, MN:		
Olivia Regional Airport	Lat. 44°46'44" N., Long. 95°01'58" W.	Lat. 44°46'43" N., Long. 95°01'57" W.
Owatonna, MN:		
Owatonna Municipal Airport	Lat. 44°07'15" N., Long. 93°15'16" W.	Lat. 44°07'16" N., Long. 93°15'20" W.
Park Rapids, MN:		
Park Rapids Municipal Airport	Lat. 46°54'05" N., Long. 95°04'23" W.	Lat. 46°54'02" N., Long. 95°04'22" W.
Pipestone, MN:		
Pipestone Municipal Airport	Lat. 43°59'15" N., Long. 96°18'30" W.	Lat. 43°59'00" N., Long. 96°18'00" W.
Red Wing, MN:		
Red Wing Municipal Airport	Lat. 44°35'25" N., Long. 92°29'16" W.	Lat. 44°35'25" N., Long. 92°29'10" W.
Redwood Falls, MN:		
Redwood Falls Municipal Airport	Lat. 44°32'45" N., Long. 95°04'50" W.	Lat. 44°32'50" N., Long. 95°04'55" W.
Rushford, MN:		
Rushford Municipal Airport	Lat. 43°48'57" N., Long. 91°49'49" W.	Lat. 43°48'57" N., Long. 91°49'48" W.
Springfield, MN:		
Springfield Municipal Airport	Lat. 44°13'53" N., Long. 94°59'54" W.	Lat. 44°13'52" N., Long. 94°59'55" W.
Staples, MN:		
Staples Municipal Airport	Lat. 46°22'48" N., Long. 94°48'08" W.	Lat. 46°22'51" N., Long. 94°48'23" W.
Thief River Falls, MN:		
Thief River Falls Regional Airport	Lat. 48°03'53" N., Long. 96°11'01" W.	Lat. 48°03'56" N., Long. 96°10'59" W.
Two Harbors, MN:		
Two Harbors Municipal Airport	Lat. 47°03'02" N., Long. 91°44'40" W.	Lat. 47°02'59" N., Long. 91°44'44" W.
Waseca, MN:		
Waseca Municipal Airport	Lat. 44°04'24" N., Long. 93°33'10" W.	Lat. 44°04'25" N., Long. 93°33'10" W.
Wheaton, MN:		
Wheaton Municipal Airport	Lat. 45°46'48" N., Long. 96°32'40" W.	Lat. 45°46'50" N., Long. 96°32'36" W.
Willmar, MN:		
Willmar Municipal Airport-John L. Rice Field	Lat. 45°07'00" N., Long. 95°05'24" W.	Lat. 45°07'00" N., Long. 95°05'19" W.
Windom, MN:		
Windom Municipal Airport	Lat. 43°54'48" N., Long. 95°06'37" W.	Lat. 43°54'48" N., Long. 95°06'33" W.
Bismarck, ND:		
Bismarck Municipal Airport	Lat. 46°46'37" N., Long. 100°45'03" W.	Lat. 46°46'27" N., Long. 100°44'51" W.
Fargo, ND:		
Fargo VORTAC	Lat. 45°45'12" N., Long. 96°51'03" W.	Lat. 46°45'12" N., Long. 96°51'04" W.
Minot, ND:		
Minot International Airport	Lat. 48°15'34" N., Long. 101°16'50" W.	Lat. 48°15'34" N., Long. 101°16'51" W.
Minot Air Force Base	Lat. 48°24'57" N., Long. 101°21'28" W.	Lat. 48°24'56" N., Long. 101°21'26" W.
Pembina, ND:		
Humbolt VORTAC	Lat. 48°52'09" N., Long. 97°07'03" W.	Lat. 48°52'09" N., Long. 97°07'00" W.
Rugby, ND:		
Rugby NDB	Lat. 48°23'17" N., Long. 100°01'36" W.	Lat. 48°23'16" N., Long. 100°01'36" W.
Valley City, Barnes County Municipal Airport, ND:		
Barnes County Municipal Airport	Lat. 46°56'30" N., Long. 98°00'54" W.	Lat. 46°56'28" N., Long. 98°01'02" W.
Wahpeton, ND:		
Harry Stern Airport	Lat. 46°14'47" N., Long. 96°36'23" W.	Lat. 46°14'42" N., Long. 96°36'26" W.
Caldwell, OH:		
Noble County Airport	Lat. 39°48'02" N., Long. 81°32'12" W.	Lat. 39°48'03" N., Long. 81°32'11" W.
Cleveland, OH:		
Cleveland Hopkins DME Antenna	Lat. 41°24'15" N., Long. 81°51'44" W.	Lat. 41°24'01" N., Long. 81°52'03" W.
Toledo, OH:		
Toledo Express Airport	Lat. 41°35'15" N., Long. 83°48'19" W.	Lat. 41°35'12" N., Long. 83°48'28" W.
Youngstown Elser, OH:		
Youngstown Elser Metro Airport	Lat. 40°57'37" N., Long. 80°40'56" W.	Lat. 40°57'37" N., Long. 80°40'36" W.
Belle Fourche, SD:		
Belle Fourche Municipal Airport	Lat. 44°44'28" N., Long. 103°51'40" W.	Lat. 44°44'04" N., Long. 103°51'41" W.
Huron, SD:		
Huron Regional Airport	Lat. 44°23'07" N., Long. 98°13'43" W.	Lat. 44°23'07" N., Long. 98°13'44" W.
Rapid City, SD:		
Rapid City Regional Airport	Lat. 44°02'43" N., Long. 103°03'24" W.	Lat. 44°02'43" N., Long. 103°03'25" W.
Sioux Falls, SD:		
Joe Foss Field	Lat. 43°38'53" N., Long. 96°44'29" W.	Lat. 43°34'53" N., Long. 96°44'29" W.
Sioux Falls VORTAC	Lat. 43°38'59" N., Long. 96°46'51" W.	Lat. 43°38'58" N., Long. 96°46'51" W.
Watertown, SD:		
Watertown Municipal Airport	Lat. 44°54'50" N., Long. 97°09'15" W.	Lat. 44°54'50" N., Long. 97°09'16" W.
Camp Douglas, WI:		
Volk Field Airport	Lat. 43°56'25" N., Long. 90°15'20" W.	Lat. 43°56'18" N., Long. 90°16'06" W.
Chetek, WI:		
Rice Lake VOR/DME	Lat. 45°28'33" N., Long. 91°43'30" W.	Lat. 45°28'47" N., Long. 91°43'16" W.
Hartford, WI:		
Hartford Municipal Airport	Lat. 43°20'55" N., Long. 88°23'30" W.	Lat. 43°20'58" N., Long. 88°23'28" W.
Watertown, WI:		
Watertown Municipal Airport	Lat. 43°10'17" N., Long. 88°43'14" W.	Lat. 43°10'11" N., Long. 88°43'23" W.
New England		
Danielson, CT:		
Danielson Airport	Lat. 41°49'10" N., Long. 71°54'04" W.	Lat. 41°49'11" N., Long. 71°54'05" W.
Groton, CT:		
Groton-New London Airport	Lat. 41°19'47" N., Long. 72°02'49" W.	Lat. 41°19'47" N., Long. 72°02'44" W.
Brunswick, ME:		
Brunswick Naval Air Station	Lat. 43°53'32" N., Long. 69°56'22" W.	Lat. 43°53'32" N., Long. 69°56'21" W.
Frenchville, ME:		
Northern Aroostook Regional Airport	Lat. 47°17'06" N., Long. 68°18'44" W.	Lat. 47°17'08" N., Long. 68°18'48" W.

FAA region	Proposed geographic position	Revised geographic position
Frenchville NDB	Lat. 47°16'09" N., Long. 68°15'25" W.	Lat. 47°16'05" N., Long. 68°15'26" W.
Pittsfield, ME:		
Pittsfield Municipal Airport	Lat. 47°46'07" N., Long. 69°22'30" W.	Lat. 44°46'06" N., Long. 69°22'30" W.
Presque Isle, ME:		
Caribou Municipal Airport	Lat. 46°52'14" N., Long. 68°01'06" W.	Lat. 46°52'17" N., Long. 68°01'06" W.
Loring Air Force Base	Lat. 46°57'02" N., Long. 67°53'09" W.	Lat. 46°57'01" N., Long. 67°53'10" W.
Rockland, ME:		
Knox County Regional Airport	Lat. 44°03'36" N., Long. 69°06'01" W.	Lat. 44°03'37" N., Long. 69°06'01" W.
Falmouth, MA:		
Otis Air National Guard Base	Lat. 41°39'33" N., Long. 70°31'24" W.	Lat. 41°39'30" N., Long. 70°31'19" W.
Fort Devens, MA:		
Dickenson NDB	Lat. 42°38'48" N., Long. 71°43'42" W.	Lat. 42°38'46" N., Long. 71°43'39" W.
Mansfield, MA:		
Mansfield Airport	Lat. 42°00'03" N., Long. 71°11'56" W.	Lat. 42°00'00" N., Long. 71°11'50" W.
Mansfield NDB	Lat. 42°00'09" N., Long. 71°11'48" W.	Lat. 42°00'10" N., Long. 71°11'51" W.
Plymouth, MA:		
Plymouth Airport	Lat. 41°54'35" N., Long. 70°43'45" W.	Lat. 41°54'35" N., Long. 70°43'46" W.
Portsmouth, NH:		
Pease International Tradeport	Lat. 43°04'39" N., Long. 70°49'26" W.	Lat. 43°04'40" N., Long. 70°49'26" W.
Block Island, RI:		
Block Island NDB (BID)	Lat. 41°09'58" N., Long. 71°34'46" W.	Lat. 41°09'58" N., Long. 71°34'48" W.
Westerly, RI:		
Westerly NDB (RLS)	Lat. 41°20'42" N., Long. 71°48'55" W.	Lat. 41°20'40" N., Long. 71°48'53" W.
Northwest Mountain		
Akron, CO:		
Akron-Washington County Airport	Lat. 40°10'18" N., Long. 103°12'54" W	Lat. 40°10'32" N., Long. 103°13'18" W.
Eagle, CO:		
Eagle County Regional Airport	Lat. 39°38'37" N., Long. 106°54'50" W	Lat. 39°38'33" N., Long. 106°55'02" W.
Steamboat Springs, CO:		
Steamboat Springs/Bob Adams Field	Lat. 40°30'55" N., Long. 106°51'54" W	Lat. 40°30'57" N., Long. 106°51'56" W.
Jerome, ID:		
Jerome County Airport	Lat. 42°43'36" N., Long. 114°27'22" W	Lat. 42°43'36" N., Long. 114°27'23" W.
Mountain Home, ID:		
Mountain Home Air Force Base	Lat. 43°02'37" N., Long. 115°52'15" W	Lat. 43°02'37" N., Long. 115°52'18" W.
Billings, MT:		
Billings Logan International Airport	Lat. 45°48'29" N., Long. 108°32'25" W	Lat. 45°48'30" N., Long. 108°32'35" W.
Glendive, MT:		
Dawson Community Airport	Lat. 47°08'16" N., Long. 104°48'18" W	Lat. 47°08'19" N., Long. 104°48'24" W.
Miles City, MT:		
Horton NDB	Lat. 46°24'44" N., Long. 105°56'15" W	Lat. 46°24'44" N., Long. 105°56'16" W.
Pendleton, OR:		
Hermiston Airport	Lat. 45°49'41" N., Long. 119°15'33" W	Lat. 45°49'42" N., Long. 119°15'29" W.
Blanding, UT:		
Blanding Municipal Airport	Lat. 37°35'00" N., Long. 109°29'00" W	Lat. 37°34'59" N., Long. 109°28'57" W.
Blanding NDB	Lat. 37°31'03" N., Long. 109°29'31" W	Lat. 37°31'03" N., Long. 109°29'32" W.
Moses Lake, WA:		
Fairchild Air Force Base	Lat. 47°36'55" N., Long. 117°39'20" W	Lat. 47°36'54" N., Long. 117°39'25" W.
Spokane, WA:		
Fairchild Air Force Base	Lat. 47°36'55" N., Long. 117°39'17" W	Lat. 47°36'54" N., Long. 117°39'25" W.
Wenatchee, WA:		
Fancher Field	Lat. 47°26'55" N., Long. 120°16'40" W	Lat. 47°27'00" N., Long. 120°17'00" W.
Newcastle, WY:		
Ellsworth Air Force Base	Lat. 44°08'45" N., Long. 103°06'15" W	Lat. 44°08'42" N., Long. 103°06'11" W.
Powell, WY:		
Powell Municipal Airport	Lat. 44°52'10" N., Long. 108°47'06" W	Lat. 44°52'05" N., Long. 108°47'32" W.
Powell NDB	Lat. 44°51'52" N., Long. 108°47'06" W	Lat. 44°52'01" N., Long. 108°47'08" W.
Southern		
Albertville, AL:		
Albertville Municipal Airport-Thomas J. Brumlik Field.	Lat. 34°13'45" N., Long. 86°15'21" W.	Lat. 34°13'44" N., Long. 86°15'21" W.
Fort Payne, AL:		
Isbell Field Airport	Lat. 34°28'20" N., Long. 85°43'25" W.	Lat. 34°28'22" N., Long. 85°43'20" W.
Bonifay, FL:		
Tri-County Airport	Lat. 30°50'45" N., Long. 85°36'05" W.	Lat. 30°50'43" N., Long. 85°36'06" W.
Choctaw Outlaying Field, FL:		
OLF Choctaw Airport	Lat. 30°30'26" N., Long. 86°57'20" W.	Lat. 30°30'00" N., Long. 86°57'00" W
Cross City, FL:		
Cross City Airport	Lat. 29°38'03" N., Long. 83°06'22" W.	Lat. 29°38'04" N., Long. 83°06'21" W.
Jacksonville, FL:		
Jacksonville Naval Air Station	Lat. 30°14'06" N., Long. 81°40'30" W.	Lat. 30°14'04" N., Long. 81°40'36" W.
Cecil Field Naval Air Station	Lat. 30°13'00" N., Long. 81°52'30" W.	Lat. 30°12'58" N., Long. 81°52'30" W.
Mayport Naval Air Station	Lat. 30°23'30" N., Long. 81°25'24" W.	Lat. 30°23'30" N., Long. 81°25'26" W.
Whitehouse NOLF	Lat. 30°21'00" N., Long. 81°52'00" W.	Lat. 30°21'00" N., Long. 81°53'00" W.
Jupiter, FL:		
Gwinn Airport	Lat. 26°54'28" N., Long. 80°19'15" W.	Lat. 26°54'29" N., Long. 80°19'45" W.
Key West, FL:		
Key West Naval Air Station (Boca Chica)	Lat. 24°34'30" N., Long. 81°21'24" W.	Lat. 24°34'31" N., Long. 81°41'21" W.
Lake Wales, FL:		
Lake Wales Municipal Airport	Lat. 27°53'37" N., Long. 21°37'14" W.	Lat. 27°53'37" N., Long. 81°37'14" W.

FAA region	Proposed geographic position	Revised geographic position
Lakeland, FL:		
Winter Haven's Gilbert Airport	Lat. 28°03'44" N., Long. 81°45'15" W.	Lat. 28°03'45" N., Long. 81°45'13" W.
Miami, FL:		
Miami International Airport	Lat. 25°37'34" N., Long. 80°17'26" W.	Lat. 25°47'34" N., Long. 80°17'26" W.
Homestead Air Force Base	Lat. 25°29'15" N., Long. 80°23'00" W.	Lat. 25°29'17" N., Long. 80°23'02" W.
Fort Lauderdale-Hollywood International Airport	Lat. 26°04'19" N., Long. 80°09'13" W.	Lat. 26°04'20" N., Long. 80°09'11" W.
Milton, FL:		
OLF Santa Rosa (Navy) Airport	Lat. 30°36'00" N., Long. 86°56'00" W.	Lat. 30°36'00" N., Long. 86°57'00" W.
Orlando, FL:		
Kissimmee Municipal Airport	Lat. 28°17'23" N., Long. 81°26'14" W.	Lat. 28°17'23" N., Long. 81°26'15" W.
Panama City, FL:		
Tyndall Air Force Base	Lat. 30°04'12" N., Long. 85°34'36" W.	Lat. 30°04'11" N., Long. 85°34'34" W.
Pensacola, FL:		
Forrest Sherman Field	Lat. 30°21'12" N., Long. 87°19'12" W.	Lat. 30°21'10" N., Long. 87°19'13" W.
Naval Air Station Pensacola TACAN	Lat. 30°21'30" N., Long. 87°19'00" W.	Lat. 30°21'29" N., Long. 87°19'00" W.
Sanford, FL:		
Central Florida Regional Airport	Lat. 28°46'43" N., Long. 81°14'17" W.	Lat. 28°46'43" N., Long. 81°14'19" W.
Tallahassee, FL:		
Tallahassee Regional Airport	Lat. 30°23'45" N., Long. 84°21'02" W.	Lat. 30°23'47" N., Long. 84°21'02" W.
Vero Beach, FL:		
St. Lucie County International Airport	Lat. 27°29'41" N., Long. 80°22'08" W.	Lat. 27°29'41" N., Long. 80°22'07" W.
Atlanta, GA:		
Dobbins Air Force Base	Lat. 33°54'54" N., Long. 84°31'00" W.	Lat. 33°54'55" N., Long. 84°30'59" W.
Macon, GA:		
Robins Air Force Base	Lat. 32°38'24" N., Long. 83°35'30" W.	Lat. 32°38'24" N., Long. 83°35'31" W.
Montezuma, GA:		
Dr. CP Savage Sr. Airport	Lat. 32°18'15" N., Long. 84°00'27" W.	Lat. 32°18'06" N., Long. 84°00'27" W.
Savannah, GA:		
Savannah International Airport	Lat. 32°07'39" N., Long. 81°12'09" W.	Lat. 32°07'38" N., Long. 81°12'09" W.
Hunter Army Air Field	Lat. 32°00'36" N., Long. 81°08'48" W.	Lat. 32°00'34" N., Long. 81°08'45" W.
Thomaston, GA:		
Reginald Grant Memorial Airport	Lat. 32°56'26" N., Long. 84°20'25" W.	Lat. 32°56'26" N., Long. 84°20'26" W.
Covington, KY:		
Cincinnati Municipal Airport-Lunken Field	Lat. 39°06'12" N., Long. 84°25'06" W.	Lat. 39°06'12" N., Long. 84°25'08" W.
Clermont County Airport	Lat. 39°04'42" N., Long. 84°12'38" W.	Lat. 39°04'41" N., Long. 84°12'38" W.
Louisville, KY:		
Standiford Field Airport	Lat. 39°10'29" N., Long. 85°44'11" W.	Lat. 38°10'29" N., Long. 85°44'11" W.
Murray, KY:		
Kyle-Oakley Field Airport	Lat. 36°39'53" N., Long. 88°22'20" W.	Lat. 36°39'56" N., Long. 88°22'16" W.
Calloway NDB	Lat. 36°39'49" N., Long. 88°22'06" W.	Lat. 36°39'47" N., Long. 88°22'05" W.
Clarksdale, MS:		
Fletcher Field Airport	Lat. 34°17'50" N., Long. 90°30'48" W.	Lat. 34°17'59" N., Long. 90°30'44" W.
Columbus, MS:		
Columbus Air Force Base	Lat. 33°38'38" N., Long. 88°26'39" W.	Lat. 33°38'37" N., Long. 88°26'38" W.
Grenada, MS:		
Grenada Municipal Airport	Lat. 33°49'54" N., Long. 89°47'52" W.	Lat. 33°49'57" N., Long. 89°47'53" W.
Gulfport, MS:		
Kessler Air Force Base	Lat. 30°24'42" N., Long. 88°55'24" W.	Lat. 30°24'40" N., Long. 88°55'25" W.
Meridian, MS:		
Joe Williams OLF	Lat. 32°47'33" N., Long. 88°49'40" W.	Lat. 32°47'46" N., Long. 88°49'54" W.
Meridian Naval Air Station	Lat. 32°33'06" N., Long. 88°33'18" W.	Lat. 32°33'07" N., Long. 88°33'20" W.
Cherry Point, NC:		
Cherry Point Marine Corps Air Station	Lat. 34°54'12" N., Long. 76°52'54" W.	Lat. 34°54'09" N., Long. 76°52'53" W.
Fayetteville, NC:		
Fayetteville Regional/Grannis Field	Lat. 34°59'26" N., Long. 78°52'50" W.	Lat. 34°59'29" N., Long. 78°52'49" W.
Pope Air Force Base	Lat. 35°09'58" N., Long. 79°01'03" W.	Lat. 35°10'15" N., Long. 79°00'23" W.
Greensboro, NC:		
Greensboro/Piedmont Triad International Airport	Lat. 36°05'47" N., Long. 79°56'21" W.	Lat. 36°05'51" N., Long. 79°56'15" W.
Hickory, NC:		
Hickory Regional Airport	Lat. 35°44'30" N., Long. 81°23'20" W.	Lat. 35°44'28" N., Long. 81°23'23" W.
Jacksonville, NC:		
New River Marine Corps Air Station	Lat. 34°42'30" N., Long. 77°26'30" W.	Lat. 34°42'38" N., Long. 77°26'22" W.
Lincolnton, NC:		
Lincolnton County Airport	Lat. 35°29'01" N., Long. 81°09'39" W.	Lat. 35°29'01" N., Long. 81°09'40" W.
Mackall Army Air Field, NC:		
Mackall Army Air Field	Lat. 35°02'12" N., Long. 79°29'54" W.	Lat. 35°02'11" N., Long. 79°29'52" W.
Mackall NDB	Lat. 35°01'42" N., Long. 79°29'12" W.	Lat. 35°01'40" N., Long. 79°29'09" W.
Oak Grove, NC:		
Oak Grove HOLF (Navy)	Lat. 35°01'15" N., Long. 77°15'12" W.	Lat. 35°02'00" N., Long. 77°15'00" W.
Raleigh, NC:		
Raleigh-Durham International Airport	Lat. 35°52'39" N., Long. 78°47'15" W.	Lat. 35°52'39" N., Long. 78°47'16" W.
Horace Williams Airport	Lat. 35°56'05" N., Long. 79°04'02" W.	Lat. 35°56'06" N., Long. 79°03'58" W.
Salisbury, NC:		
Rowan County Airport	Lat. 35°38'39" N., Long. 80°31'16" W.	Lat. 35°38'45" N., Long. 80°31'14" W.
Tarboro, NC:		
Tarboro-Edgecombe Airport	Lat. 35°56'13" N., Long. 77°32'49" W.	Lat. 35°56'11" N., Long. 77°32'49" W.
Anderson, SC:		
Anderson County Airport	Lat. 34°29'42" N., Long. 82°42'33" W.	Lat. 34°29'41" N., Long. 82°42'33" W.
Greenville, SC:		
Greenville-Spartanburg Airport	Lat. 34°53'47" N., Long. 82°13'07" W.	Lat. 34°53'56" N., Long. 82°12'50" W.
Pageland, SC:		
Pageland Airport	Lat. 34°44'32" N., Long. 80°24'43" W.	Lat. 34°44'32" N., Long. 80°20'32" W.

FAA region	Proposed geographic position	Revised geographic position
Chattanooga, TN:		
Lovell Field Airport	Lat. 35°02'07" N., Long. 85°12'15" W.	Lat. 35°02'07" N., Long. 85°12'14" W.
Covington, TN:		
Covington Municipal Airport	Lat. 35°35'05" N., Long. 89°35'13" W.	Lat. 35°35'00" N., Long. 89°35'14" W.
McMinnville, TN:		
Warri NDB	Lat. 35°45'07" N., Long. 85°45'51" W.	Lat. 35°45'08" N., Long. 85°45'51" W.
Memphis, TN:		
Memphis International Airport	Lat. 35°02'51" N., Long. 89°58'43" W.	Lat. 35°02'45" N., Long. 89°58'41" W.
Memphis Naval Air Station, TN:		
Memphis Naval Air Station	Lat. 35°21'19" N., Long. 89°52'09" W.	Lat. 35°21'19" N., Long. 89°52'08" W.
Nashville, TN:		
Nashville International Airport	Lat. 36°07'37" N., Long. 86°40'53" W.	Lat. 36°07'31" N., Long. 86°40'35" W.
Sumner County Regional Airport	Lat. 36°22'37" N., Long. 86°24'31" W.	Lat. 36°22'36" N., Long. 86°24'32" W.
Portland, TN:		
Portland Municipal Airport	Lat. 36°35'39" N., Long. 86°28'36" W.	Lat. 36°35'34" N., Long. 86°28'37" W.
Selmer, TN:		
Robert Sibley Airport	Lat. 35°12'17" N., Long. 88°29'56" W.	Lat. 35°12'14" N., Long. 88°29'55" W.
Sibley NDB	Lat. 35°14'15" N., Long. 88°31'03" W.	Lat. 35°14'13" N., Long. 88°30'58" W.
Tri-City, TN:		
Virginia Highlands Airport	Lat. 36°41'10" N., Long. 82°02'06" W.	Lat. 36°41'13" N., Long. 82°02'01" W.
Waverly, TN:		
Humphreys County Airport	Lat. 36°07'02" N., Long. 87°44'17" W.	Lat. 36°07'00" N., Long. 87°44'17" W.
Southwest		
Arkadelphia, AR:		
Arkadelphia Municipal Airport	Lat. 34°06'03" N., Long. 93°03'54" W.	Lat. 34°05'59" N., Long. 93°03'57" W.
Blytheville, AR:		
Eaker Air Force Base	Lat. 35°57'51" N., Long. 89°56'36" W.	Lat. 35°57'51" N., Long. 89°56'45" W.
Harrison, AR:		
Boone County Localizer	Lat. 36°16'08" N., Long. 93°09'18" W.	Lat. 36°16'09" N., Long. 93°09'18" W.
Little Rock, AR:		
Adams Field	Lat. 34°43'48" N., Long. 92°13'27" W.	Lat. 34°43'44" N., Long. 92°13'28" W.
Alexandria, LA:		
England Air Force Base	Lat. 31°19'38" N., Long. 92°17'44" W.	Lat. 31°19'27" N., Long. 92°32'49" W.
Patterson, LA:		
Patterson RBN	Lat. 29°42'52" N., Long. 91°29'12" W.	Lat. 29°42'52" N., Long. 91°20'12" W.
Albuquerque, NM:		
Double Eagle II Airport	Lat. 35°08'42" N., Long. 106°47'41" W.	Lat. 35°08'42" N., Long. 106°47'40" W.
Truth or Consequences, NM:		
Truth or Consequences Municipal Airport	Lat. 33°14'07" N., Long. 107°16'08" W.	Lat. 33°14'10" N., Long. 107°16'13" W.
Ardmore, OK:		
Ardmore VORTAC	Lat. 34°12'14" N., Long. 97°10'05" W.	Lat. 34°12'41" N., Long. 97°10'05" W.
Arbuckle RBN	Lat. 34°09'02" N., Long. 07°07'28" W.	Lat. 34°09'02" N., Long. 97°07'28" W.
Enid, OK:		
Woodring Municipal Airport	Lat. 36°20'42" N., Long. 97°47'27" W.	Lat. 36°22'45" N., Long. 97°47'27" W.
Lawton, OK:		
Henry Post Army Air Field	Lat. 34°39'03" N., Long. 98°24'00" W.	Lat. 34°39'00" N., Long. 98°24'06" W.
Oklahoma City, OK:		
Tinker Air Force Base	Lat. 35°25'06" N., Long. 97°22'60" W.	Lat. 35°25'06" N., Long. 97°23'23" W.
University of Oklahoma Westheimer Airport	Lat. 35°15'00" N., Long. 97°27'60" W.	Lat. 35°14'44" N., Long. 97°28'19" W.
Shawnee, OK:		
Shawnee Municipal Airport	Lat. 35°16'26" N., Long. 96°40'29" W.	Lat. 35°21'16" N., Long. 96°56'33" W.
Seminole Municipal Airport	Lat. 35°16'23" N., Long. 96°40'28" W.	Lat. 35°16'26" N., Long. 96°40'29" W.
Prague Municipal Airport	Lat. 35°28'45" N., Long. 96°43'06" W.	Lat. 35°28'55" N., Long. 96°43'06" W.
Prague RBN	Lat. 35°31'00" N., Long. 96°43'00" W.	Lat. 35°31'00" N., Long. 96°43'06" W.
Tilghman RBN	Lat. 35°43'10" N., Long. 96°49'06" W.	Lat. 35°43'20" N., Long. 96°49'06" W.
Tulsa, OK:		
William R. Pogue Municipal	Lat. 36°10'22" N., Long. 96°09'05" W.	Lat. 36°10'31" N., Long. 96°09'06" W.
Alice, TX:		
Orange Grove NALF	Lat. 27°54'00" N., Long. 98°03'00" W.	Lat. 27°54'03" N., Long. 98°03'05" W.
Beeville, TX:		
Chase Field Naval Air Station	Lat. 28°21'55" N., Long. 97°39'16" W.	Lat. 28°21'33" N., Long. 97°39'38" W.
Brownsville, TX:		
Brownsville/South Padre Island International	Lat. 25°54'23" N., Long. 97°25'32" W.	Lat. 24°54'24" N., Long. 97°25'33" W.
Brownwood, TX:		
Brownwood Localizer	Lat. 31°47'03" N., Long. 98°57'16" W.	Lat. 31°47'04" N., Long. 98°57'16" W.
Corpus Christi, TX:		
Corpus Christi Naval Air Station	Lat. 27°41'35" N., Long. 97°17'26" W.	Lat. 27°42'00" N., Long. 97°17'00" W.
Nueces County Airport	Lat. 27°46'41" N., Long. 97°41'27" W.	Lat. 27°46'41" N., Long. 97°41'24" W.
Dallas Fort Worth, TX:		
Phil L. Hudson Localizer	Lat. 32°44'20" N., Long. 96°31'39" W.	Lat. 32°44'20" N., Long. 96°31'49" W.
Lancaster Airport	Lat. 32°34'40" N., Long. 96°43'16" W.	Lat. 32°34'45" N., Long. 96°43'08" W.
Lancaster RBN	Lat. 32°34'40" N., Long. 96°43'16" W.	Lat. 32°34'39" N., Long. 96°43'17" W.
Dallas/Ft. Worth VORTAC	Lat. 32°50'51" N., Long. 96°51'42" W.	Lat. 32°51'57" N., Long. 97°01'40" W.
Fort Worth Spinks Airport	Lat. 32°34'30" N., Long. 97°18'34" W.	Lat. 32°33'51" N., Long. 97°18'34" W.
Del Rio, TX:		
Laughlin Air Force Base	Lat. 29°21'34" N., Long. 100°46'38" W.	Lat. 29°21'35" N., Long. 100°46'38" W.
Eagle Lake, TX:		
Eagle Lake VOR/DME	Lat. 29°39'45" N., Long. 96°18'59" W.	Lat. 29°39'45" N., Long. 96°19'00" W.
El Campo, TX:		
Eagle Lake VOR/DME	Lat. 29°39'45" N., Long. 96°18'59" W.	Lat. 29°39'45" N., Long. 96°19'00" W.

FAA region	Proposed geographic position	Revised geographic position
El Paso, TX:		
Biggs Army Air Field	Lat. 31°51'00" N., Long. 106°23'00" W	Lat. 31°50'58" N., Long. 106°22'46" W.
Ennis, TX:		
Ennis Municipal Airport	Lat. 32°19'43" N., Long. 96°39'47" W	Lat. 32°19'42" N., Long. 96°39'48" W.
George West, TX:		
Live Oak County Airport	Lat. 28°21'48" N., Long. 98°06'59" W	Lat. 28°21'45" N., Long. 98°06'58" W.
Guthrie, TX:		
6666 Ranch Airport	Lat. 33°38'28" N., Long. 100°21'18" W	Lat. 33°38'28" N., Long. 100°20'50" W.
Haskell, TX:		
Haskell RBN	Lat. 23°11'27" N., Long. 99°43'11" W	Lat. 33°11'27" N., Long. 99°43'11" W.
Houston, TX:		
Covey Trails Airport	Lat. 29°41'00" N., Long. 95°50'00" W	Lat. 29°41'23" N., Long. 95°50'22" W.
Huntsville, TX:		
Huntsville RBN	Lat. 30°44'26" N., Long. 95°35'26" W	Lat. 30°44'26" N., Long. 95°35'27" W.
Killeen, TX:		
Robert Gray Army Air Field	Lat. 31°04'01" N., Long. 97°49'43" W	Lat. 31°03'53" N., Long. 97°49'39" W.
Hood Army Air Field	Lat. 31°08'17" N., Long. 97°42'51" W	Lat. 31°08'15" N., Long. 97°42'50" W.
Gray VOR/DME	Lat. 31°01'58" N., Long. 97°48'48" W	Lat. 31°01'58" N., Long. 97°48'49" W.
Kingsville, TX:		
Kingsville Naval Air Station	Lat. 27°30'15" N., Long. 97°48'29" W	Lat. 27°30'25" N., Long. 97°48'34" W.
Laredo, TX:		
Rancho Blanco Airport	Lat. 27°18'29" N., Long. 99°25'02" W	Lat. 27°18'30" N., Long. 99°28'52" W.
Midland, TX:		
Midland International Airport	Lat. 31°57'33" N., Long. 102°12'18" W	Lat. 31°56'33" N., Long. 102°12'05" W.
Mineral Wells, TX:		
Mineral Wells RBN	Lat. 32°42'06" N., Long. 98°03'25" W	Lat. 32°47'06" N., Long. 98°03'25" W.
Nacogdoches, TX:		
A.L. Mangham Jr. Regional Airport	Lat. 31°34'40" N., Long. 94°42'34" W	Lat. 31°34'40" N., Long. 94°42'33" W.
Newgulf, TX:		
Newgulf Airport	Lat. 29°16'23" N., Long. 95°53'12" W	Lat. 29°16'35" N., Long. 95°53'15" W.
Eagle Lake VORTAC	Lat. 29°39'44" N., Long. 96°19'01" W	Lat. 29°39'45" N., Long. 96°19'00" W.
Rockport, TX:		
San Jose Island Airport	Lat. 27°56'30" N., Long. 96°59'30" W	Lat. 27°56'39" N., Long. 96°59'03" W.
Rocksprings, Edwards County Airport, TX:		
Edwards County Airport	Lat. 29°56'48" N., Long. 100°10'24" W	Lat. 29°56'48" N., Long. 100°10'25" W.
Rosanky, TX:		
Double D Ranch Airport	Lat. 29°52'36" N., Long. 97°17'23" W	Lat. 29°52'24" N., Long. 97°17'17" W.
San Antonio, TX:		
San Antonio VORTAC	Lat. 29°38'38" N., Long. 98°27'49" W	Lat. 29°38'38" N., Long. 98°27'40" W.
Randolph VOR	Lat. 29°31'08" N., Long. 98°17'06" W	Lat. 29°31'08" N., Long. 98°17'05" W.
Santa Elena, TX:		
Diamond "O" Ranch Airport	Lat. 26°43'12" N., Long. 98°33'35" W	Lat. 26°43'00" N., Long. 98°33'30" W.
Snyder, TX:		
Snyder RBN	Lat. 32°42'05" N., Long. 100°56'45" W	Lat. 32°42'04" N., Long. 100°56'49" W.
Stamford, TX:		
Arledge Field	Lat. 32°54'37" N., Long. 99°44'01" W	Lat. 32°54'36" N., Long. 99°44'02" W.
Stamford RBN	Lat. 32°52'07" N., Long. 99°33'58" W	Lat. 32°52'07" N., Long. 99°43'58" W.
Wharton, TX:		
Wharton RBN	Lat. 29°15'17" N., Long. 96°09'11" W	Lat. 29°15'13" N., Long. 96°09'17" W.
Winters, TX:		
Winters RBN	Lat. 31°56'45" N., Long. 99°59'13" W	Lat. 31°57'12" N., Long. 99°59'00" W.
Western-Pacific		
Page, AZ:		
Page Municipal Airport	Lat. 36°55'29" N., Long. 111°27'00" W	Lat. 36°55'34" N., Long. 111°26'52" W.
Phoenix Sky Harbor International Airport, AZ:		
Williams Air Force Base	Lat. 33°18'36" N., Long. 111°39'22" W	Lat. 33°18'36" N., Long. 111°39'20" W.
San Carlos, AZ:		
Williams Air Force Base	Lat. 33°18'27" N., Long. 111°39'21" W	Lat. 33°18'36" N., Long. 111°39'22" W.
Arcata, CA:		
Abeta NDB	Lat. 40°57'53" N., Long. 124°05'52" W	Lat. 40°57'53" N., Long. 124°05'51" W.
Camp Pendelton, CA:		
Camp Pendelton TACAN	Lat. 33°18'06" N., Long. 117°21'06" W	Lat. 33°18'04" N., Long. 117°21'03" W.
Sacramento, CA:		
McClellan Air Force Base	Lat. 38°39'35" N., Long. 121°23'58" W	Lat. 38°40'04" N., Long. 121°23'58" W.
Mather Air Force Base	Lat. 38°32'53" N., Long. 121°18'23" W	Lat. 38°33'23" N., Long. 121°17'44" W.
San Francisco, CA:		
Alameda Naval Air Station	Lat. 37°47'21" N., Long. 122°19'10" W	Lat. 37°47'26" N., Long. 122°19'28" W.
Guam Island, GU:		
Anderson Air Force Base	Lat. 13°35'18" N., Long. 144°55'30" E	Lat. 13°34'52" N., Long. 144°58'28" E.
Rota International Airport, GU	Lat. 14°10'30" N., Long. 145°14'30" E	Lat. 14°10'24" N., Long. 145°14'20" E.
Saipan RBN	Lat. 15°06'48" N., Long. 145°42'42" E	Lat. 15°06'46" N., Long. 145°42'42" E.
Nimitz VORTAC	Lat. 13°27'16" N., Long. 144°43'59" E	Lat. 13°27'11" N., Long. 144°43'51" E.
Saipan International Airport	Lat. 15°07'18" N., Long. 145°44'00" E	Lat. 15°07'13" N., Long. 145°43'49" E.
Barking Sands, HI:		
Barking Sands PMRF Airport	Lat. 22°01'18" N., Long. 159°47'12" W	Lat. 22°01'29" N., Long. 159°47'22" W.
Barking Sands TACAN	Lat. 22°02'18" N., Long. 159°47'06" W	Lat. 22°02'27" N., Long. 159°47'17" W.
Hawaiian Islands, HI:		
Hilo VORTAC	Lat. 19°43'18" N., Long. 155°00'42" W	Lat. 19°43'28" N., Long. 155°00'49" W.
South Kauai VORTAC	Lat. 21°54'00" N., Long. 159°31'42" W	Lat. 21°54'13" N., Long. 159°31'54" W.
Honolulu, HI:		
Honolulu International Airport	Lat. 21°19'06" N., Long. 157°55'24" W	Lat. 21°19'19" N., Long. 157°55'31" W.

FAA region	Proposed geographic position	Revised geographic position
Barbers Point Naval Air Station	Lat. 21°18'35" N., Long. 158°04'27" W	Lat. 21°18'32" N., Long. 158°04'30" W.
Honolulu VORTAC	Lat. 21°18'30" N., Long. 157°55'48" W	Lat. 21°18'41" N., Long. 157°55'59" W.
Honolulu, Wheeler Air Force Base, HI: Koko Head VORTAC	Lat. 21°15'54" N., Long. 157°42'12" W	Lat. 21°16'06" N., Long. 157°42'21" W.
Lihue, HI: Lihue Airport	Lat. 21°58'45" N., Long. 159°20'29" W	Lat. 21°58'45" N., Long. 159°20'30" W.
Waimea-Kohala, HI: Waimea-Kohala Airport	Lat. 20°00'06" N., Long. 155°40'15" W	Lat. 20°00'16" N., Long. 155°40'15" W.
Indian Springs, NV: Indian Springs Air Force Auxiliary Field	Lat. 36°34'59" N., Long. 115°40'32" W	Lat. 36°35'14" N., Long. 115°40'21" W.
Mercury, NV: Desert Rock Airport	Lat. 36°39'16" N., Long. 116°00'54" W	Lat. 36°37'10" N., Long. 116°01'55" W.

Class D Airspace Areas

In NPRM Number 92–5, the FAA proposed to amend subpart D of FAA Order 7400.9, which becomes effective September 16, 1993, by establishing Tucson, Ryan Field, Arizona; Mojave Airport, California; and Whiteman, California, as Class D airspace areas. No comments were received on this proposal.

Airspace Docket Number 90–AWP–11 established a control zone at Tucson, Ryan Field, Arizona; therefore the FAA will adopt the airspace area for Tucson, Ryan Field, Arizona, by amending section 171 of FAA Handbook 7400–7 and subpart D of FAA Order 7400.9, which becomes effective September 16, 1993.

The FAA will adopt the proposed Class D airspace areas for Mojave Airport, California, and Whiteman, California, as proposed by amending subpart D in FAA Order 7400.9, which is effective September 16, 1993.

NPRM Number 92–5 also proposed to replace the El Toro, California Special Air Traffic Rules Area with Class D airspace. The FAA received no comments on this proposal. The FAA will establish the El Toro, California, Class D airspace area as proposed by amending subpart D of FAA Order 7400.9, which becomes effective September 16, 1993.

TCAs and ARSAs

NPRM Number 92–5 proposed modifications to certain TCAs and ARSAs. These changes were generally minor in nature and update the airspace descriptions. No comments were received on these proposed modifications.

With the exception of the modifications listed below, the FAA will revise the following TCAs as proposed. TCAs are published in section 71.401 of FAA Handbook 7400.7. The descriptions of the TCAs listed in this document will be published subsequently in the Handbook 7400.7—Supplement. The FAA also adopts the proposal to amend the corresponding Class B airspace areas in subpart B of FAA Order 7400.9, which becomes effective September 16, 1993.

FAA Region: Central

Kansas City, MO

FAA Region: Eastern

New York, NY
Philadelphia, PA
Pittsburgh, PA

FAA Region: Great Lakes

Detroit, MI

FAA Region: New England

Boston, MA

FAA Region: Southern

Atlanta, GA
Memphis, TN

FAA Region: Southwest

Houston, TX

FAA Region: Western-Pacific

Phoenix, Arizona
San Francisco, CA
Las Vegas, NV

The FAA adopts as proposed the TCA descriptions for the areas listed below, with minor modifications and technical corrections. Because this action does not change the boundaries and configuration of controlled airspace, with respect to these areas it is insignificant in nature and impact and inconsequential to the industry and public. Therefore, notice and public procedure under 5 U.S.C. 533(b) are unnecessary.

Revisions to proposed airspace areas by including technical corrections and airspace changes:

FAA Region: Eastern

Washington Tri-Area, DC: The airspace description is revised by replacing the phrase "northwest of the Manassas Municipal/Harry P. Davis Field" to "northeast of the Manassas Municipal/Harry P. Davis Field."

FAA Region: Great Lakes

Chicago, O'Hare International Airport, IL: The airspace description is revised by changing name of the "Chicago International Airport" to the "Chicago-O'Hare International Airport" and by clarifying that the airspace in Area B excludes the airspace in Area A.

Minneapolis, MN: The airspace description is revised by changing the name of "Minneapolis-St. Paul International Airport" to "Minneapolis-St. Paul International (Wold-Chamberlain) Airport."

FAA Region: Southern

Charlotte, NC: The airspace description is revised by replacing all references to the "Charlette VOR" with the "Charlotte VOR/DME."

FAA Region: Southwest

New Orleans, LA: Area C of the airspace description is revised by replacing the reference to "Sellers Field Runway 16/34 extended centerline" with "St. Charles Airport 17/35 extended centerline."

FAA Region: Western-Pacific

Los Angeles, CA: The airspace description is revised by replacing references to the Ontario VORTAC with Paradise VORTAC and by ensuring that the southwestern corner of Area F matches the current lines on visual aeronautical charts. Due to more sophisticated charting methods, if the airspace description is not revised, the lines on the chart will move.

San Diego, CA: Area F of the airspace description is revised by replacing the reference to the "interchange of I–5 and I–805" with the "interchange of I–8 and I–805."

Honolulu, HI: Area D of the airspace description is revised by replacing the phrase "then northeast on the Honolulu VORTAC 146° radial to 5 miles" with "then northwest on the Honolulu VORTAC 146° radial to 5 miles."

Revisions to proposed airspace areas by updating a geographic position:

FAA Region	Proposed geographic position	Revised geographic position
Great Lakes		
Name and airport or facility: Cleveland, OH: Cleveland-Hopkins DME Antenna.	Lat. 41°24'15" N., Long. 81°51'43" W.	Lat. 41°24'01" N., Long. 81°52'03" W.
Northwest Mountain		
Denver, CO: Denver VORTAC.	Lat. 39°48'02" N., Long. 104°53'12" W.	Lat. 39°48'02" N., Long. 104°53'13" W.
Southern		
Miami, FL: Biscayne Bay VORTAC.	Lat. 25°40'17" N., Long. 80°10'40" W.	Lat. 25°40'18" N., Long. 80°10'40" W.

With the exception of the modifications listed below, the FAA will revise the following ARSAs as proposed. ARSAs are published in section 71.501 of FAA Handbook 7400.7. The ARSAs listed in this document will be published subsequently in the Handbook. The FAA also adopts the proposal to amend the corresponding Class C airspace areas in subpart C of FAA Order 7400.9, which becomes effective September 16, 1993.

FAA Region: Central

Cedar Rapids, IA
Omaha, NE

FAA Region: Eastern

Atlantic City, NJ
Buffalo, NY
Rochester, NY
Syracuse, NY
Norfolk, VA
Roanoke, VA

FAA Region: Great Lakes

Champaign-Urbana, IL
Moline, IL
Peoria, IL
Indianapolis, IN
South Bend, IN
Lansing, MI
Akron, OH
Columbus, OH
Dayton, OH
Green Bay, WI
Milwaukee, WI

FAA Region: New England

Providence, RI

FAA Region: Northwest Mountain

Colorado Springs, CO
Portland, OR
Spokane, Fairchild Air Force Base, WA
Whidbey Island, WA

FAA Region: Southern

Mobile, AL
Huntsville, AL
Fort Lauderdale, FL
Palm Beach, FL
Tallahassee, FL
Milton Naval Air Station, Whiting Field, FL
Savannah, GA
Covington, KY
Columbus, MS
Jackson, MS
Pope Air Force Base, NC
Columbia, SC
Greer, SC
Shaw Air Force Base, SC
Chattanooga, TN

FAA Region: Southwest

Barksdale Air Force Base, LA
Baton Rouge, LA
Lafayette, LA
Shreveport, Shreveport Regional Airport, LA
Albuquerque, NM
Oklahoma City, Tinker Air Force Base, OK
Tulsa, OK
Amarillo, TX
Del Rio, TX
El Paso, TX

FAA Region: Western-Pacific

Tucson Davis-Monthan Air Force Base, AZ
Tucson, Tucson International Airport, AZ
El Toro, CA
Fresno, CA
Marysville, Beale Air Force Base, CA
Monterey, CA
Oakland, CA
Riverside, March Air Force Base, CA
Sacramento, Mather Air Force Base, CA
Sacramento, McClellan Air Force Base, CA
Sacramento, Sacramento Metropolitan Airport, CA
Santa Ana, CA
Santa Barbara, CA
Kahului, HI
Reno, NV

The FAA adopts as proposed the ARSA descriptions listed below, with minor modifications and technical corrections. Because this action does not change the boundaries and configuration of controlled airspace, with respect to these areas it is insignificant in nature and impact and inconsequential to the industry and public. Therefore, notice and public procedure under 5 U.S.C. 533(b) are unnecessary.

Revisions to proposed airspace areas by including clean up items and airspace changes:

FAA Region: Central

Offutt Air Force Base, NE: The airspace description is revised by changing the name of "South Omaha (Papillion) Airport" to "South Omaha Airport."

FAA Region: Great Lakes

Evansville, IN: The airspace description is revised by replacing the name "Evansville Dress Regional Airport" with "Evansville Regional Airport."

Fort Wayne, IN: The airspace description is revised by changing the "Fort Wayne Municipal Airport" to the "Fort Wayne International Airport."

Flint, MI: The airspace description is revised by changing the name of the "Flint Bishop International Airport" to "Bishop International Airport."

Toledo, OH: The airspace description is revised by changing the name of the "Toledo-Express Airport" to the "Toledo Express Airport."

FAA Region: New England

Windsor Locks, CT: The airspace description is revised by replacing all references to "Skylark Airport" with "Skylark Airpark."

FAA Region: Southern

Pensacola Naval Air Station, FL: The airspace description is revised by replacing the name "Navy Pensacola Airport, Forrest Sherman Field" with "Pensacola NAS, Forrest Sherman Field."

Lexington, KY: The airspace description is revised by changing the name of "Lexington Blue Grass Airport" to "Blue Grass Airport."

Fayetteville, NC: The airspace description is revised by changing the name of "Fayetteville Municipal/Grannis Field" to "Fayetteville Regional/Grannis Field."

Greensboro, NC: The airspace description is revised by changing the name of "Greensboro/Piedmont Triad International Airport" with "Piedmont International Airport."

Nashville International Airport, TN: The airspace description is revised by replacing the one remaining reference to "Nashville Metropolitan Airport" to "Nashville International Airport."

FAA Region: Southwest

Little Rock, AR: The airspace description is revised by replacing the name "Adams Field, Little Rock" with "Little Rock, Adams Field."

Dyess Air Force Base, TX: The airspace description is revised by replacing the name "Abilene Municipal

Airport, TX ARSA" with "Abilene Regional Airport, TX ARSA."

FAA Region: Western-Pacific

Burbank-Glendale-Pasadena, CA: The airspace description is revised by replacing the area excluded from the ARSA for Whiteman Airpark from 1.75 miles to 1.8 miles.

Merced, Castle Air Force Base, CA: The airspace description is revised by changing the name of "Atwater Airport" to "Atwater Municipal Airport."

Ontario, CA: The airspace description is revised by changing the name of "Upland Cable Airport" to "Cable Airport."

San Bernardino, Norton Air Force Base, CA: The airspace description is revised by changing the name of "Redlands Airport" to "Redlands Municipal Airport."

San Jose, CA: The airspace description is revised by replacing references to "Oakland VOR" with "Oakland VORTAC."

Revisions to proposed airspace areas by updating a geographic position:

FAA region	Proposed geographic position	Revised geographic position
Great Lakes		
Name and airport or facility:		
Toledo, OH:		
Toledo Express Airport.	Lat. 41°35'15" N., long. 83°48'19" W.	Lat. 41°35'12" N., long. 83°48'28" W.
Southern		
Raleigh-Durham, NC:		
Raleigh-Durham International Airport.	Lat. 35°52'39" N., long. 78°47'15" W.	Lat. 35°52'39" N., long. 78°47'16" W.
Southwest		
Little Rock, AR:		
Little Rock Adams Field.	Lat. 34°44'48" N., long. 92°13'27" W.	Lat. 34°43'44" N., long. 92°13'28" W.
Will Rogers World Airport, OK:		
Downtown Airpark.	Lat. 36°26'57" N., long. 97°31'58" W.	Lat. 35°25'57" N., long. 97°31'58" W.
Midland, TX:		
Midland International Airport.	Lat. 31°56'33" N., long. 102°12'06" W.	Lat. 31°56'33" N., long. 102°12'05" W.

In addition, the FAA proposed to modify the airspace descriptions of the Anchorage International Airport, Alaska ARSA by combining: (1) the Anchorage International Airport Control Zone; (2) the Anchorage International Airport ARSA; and (3) the International Segment of the Anchorage Special Air Traffic Rules Area. The FAA received no comments on this proposal. The FAA will revise the Anchorage International Airport, Alaska ARSA as proposed by amending section 501 of FAA Handbook 7400.7 and the corresponding airspace description in subpart C of FAA Order 7400.9, which is effective September 16, 1993.

The FAA also proposed to modify the Chicago, Midway Airport, Illinois ARSA by lowering the ceiling so that it does not overlap the floor of the Chicago, O'Hare International Airport, Illinois TCA. No comments were received on this proposal. The FAA will revise the Chicago, Midway Airport, Illinois ARSA, as proposed by amending section 501 of FAA Handbook 7400.7 and the corresponding airspace description in subpart C of FAA Order 7400.9, which is effective September 16, 1993.

Incorporation by Reference

The FAA amends the airspace descriptions of all control zones and transition areas. These descriptions are not listed in the Code of Federal Regulations (CFR) and are not set forth in the full text of this final rule. The full listing for all control zones and transition areas is contained in sections 171 and 181 of FAA Handbook 7400.7, Compilation of Regulations, effective November 1, 1991 ("the Handbook"), which is incorporated by reference in 14 CFR 71.1. The amended descriptions will subsequently be published in the Handbook 7400.7—Supplement. Copies of FAA Handbook 7400.7 and Handbook 7400.7—Supplement are located at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Under the Airspace Reclassification final rule, the airspace descriptions for control zones and transition areas are set forth as Class D and Class E airspace areas in subparts D and E of FAA Order 7400.9, Airspace Reclassification, effective September 16, 1993, which is also incorporated by reference in 14 CFR 71.1. These descriptions are not listed in the CFR and are not set forth in the full text of this final rule.

Subsequent to the final agency coordination resulting in the issuance of the final rule for Airspace Reclassification (56 FR 65638), the FAA reviewed various airspace descriptions for TCAs and ARSAs. As a result of this review, the FAA made editorial, non-substantive revisions to those airspace descriptions. With the exception of the revisions to the surface area of the Anchorage, Alaska ARSA, these revisions either changed the name of the airspace description, the language of the legal description of the airspace, or the language for charting purposes. These revisions did not change the dimensions of the affected airspace areas, nor did they alter the substantive provisions of the final rule. The FAA intends, therefore, to include these revisions as part of this rulemaking action. This action is necessary to correct expeditiously the final rule issued on December 17, 1991, and to clarify regulatory requirements.

The airspace descriptions for TCAs and ARSAs are not found in the CFR and were not set forth in the full text of the final rule. The complete listing for all TCAs and ARSAs can be found in sections 401 and 501 of FAA Handbook 7400.7, Compilation of Regulations, effective November 1, 1991, which is incorporated by reference in 14 CFR 71.1. The amended airspace descriptions will subsequently be published in the Handbook 7400.7—Supplement. The airspace descriptions for TCAs and ARSAs are set forth as Class B and Class C airspace areas in Subparts B and C of FAA Order 7400.9, Airspace Reclassification, which is also incorporated by reference in 14 CFR 71.1.

Paperwork Reduction Act

No approval pursuant to the Paperwork Reduction Act of 1980 (Pub. L. 96.511) is needed for this rule, because there are no requirements for information collection associated with this rule.

Regulatory Evaluation Summary

This section summarizes the regulatory evaluation prepared by the FAA. The regulatory evaluation provides more detailed information on estimates of the potential economic consequences of this final rule. This summary and the evaluation quantify, to the extent practicable, the estimated costs of the rule to the private sector, consumers, and Federal, State, and local governments, and also the anticipated benefits.

Executive Order 12291, dated February 17, 1981, directs Federal agencies to promulgate new regulations or modify existing regulations only if potential benefits to society for each regulatory change outweigh potential costs. The order also requires the preparation of a Regulatory Impact Analysis of all "major" rules except those responding to emergency situations or other narrowly defined exigencies. A "major" rule is one that is

likely to result in an annual effect on the economy of $100 million or more, a major increase in consumer costs, or a significant adverse effect on competition.

The FAA has determined that this rule is not "major" as defined in the executive order; therefore, a full regulatory impact analysis, which includes the identification and evaluation of cost-reducing alternatives to the rule, has not been prepared. Instead, the agency has prepared a more concise document termed a "regulatory evaluation," that analyzes only this rule without identifying alternatives. In addition to a summary of the regulatory evaluation, this section contains a final regulatory flexibility determination required by the 1980 Regulatory Flexibility Act (Pub. L. 96–354) and an international trade impact assessment. If readers desire more detailed economic information than this summary contains, then they should consult the regulatory evaluation contained in the docket.

This rule and the final rule for Airspace Reclassification are essentially part of the general rulemaking effort by the FAA to reclassify U.S. airspace. The Airspace Reclassification final rule represents the policy action and this rule represents the procedural action of accomplishing the airspace reclassification for terminal airspace. The Airspace Reclassification final rule was implemented first, and it has accounted for the costs of modifying the charts (including symbol changes) and the benefits of enhanced safety and airspace simplification that otherwise would have been reflected in this rule. The FAA recognizes that part of those benefits (largely, enhanced safety and simplification of U.S. airspace) and costs ($1.9 million) estimated for the Airspace Reclassification final rule are due in part to this rule, though it is difficult to estimate to what extent separately. Therefore, a brief discussion of the types of costs and benefits this shares with the Airspace Reclassification final rule is presented in the following sections.

Costs

This rule will impose additional administrative duties on the FAA. The costs required to perform those duties have already been accounted for in the Airspace Reclassification Rule. The administrative costs imposed on the FAA by this rule is part of the $1.9 million (discounted) estimate derived for the Airspace Reclassification Rule. However, this rule is not expected to impose costs on either aircraft operators (in terms of the inconvenience of having to engage in two-way radio communications with Air Traffic Control or additional circumnavigation) or on society (in terms of lowered safety). This assessment of no costs imposed on either aircraft operators or society is based on an evaluation of each of the four areas that this rule will affect. These four areas are discussed below.

(1) Control Zones and Associated Transition Areas for the Primary Airports of TCAs or ARSAs

This requirement will not impose any additional requirements for aircraft operators in either TCAs or ARSAs. The adjustments of the lateral boundaries and vertical limits of control zones and associated transition areas for the primary airports of TCAs or ARSAs will be essentially the same as what exists today.

(2) Control Zones and Associated Transition Areas for Airports With Operating Control Towers Not Associated With the Primary Airports of TCAs or ARSAs

This requirement will not impose any additional requirements for aircraft operators in either TCAs or ARSAs. Control zones for airports with operating control towers not associated with TCAs or ARSAs have been reviewed according to the revised criteria to ensure that terminal IFR operations are contained within the control zones. The modifications include provisions for satellite airports without operating control towers to be excluded from control zones as long as aviation safety is not jeopardized.

This component of the rule will add relief to aircraft operators. Under existing rules, there is a communication requirement when operating within an airport traffic area which extends from the surface up to but not including 3,000 feet above the airport. The FAA is requiring that control zones terminate at an altitude that will accommodate terminal operations under IFR. In most cases, this is 2,500 feet above the surface, rounded to the nearest 100-foot increment, and expressed in MSL. This component of the rule will relieve operators of the need to circumnavigate or the inconvenience of having to engage in two-way radio communications with Air Traffic Control because 500 feet of additional airspace will be available to VFR operators without two-way radio communication requirements. These control zones still will be indicated on aeronautical charts by a segmented blue line.

(3) Control Zones and Associated Transition Areas for Airports Without Operating Control Towers

As noted previously for the other components of the rule, this action will not impose any additional costs on either aircraft operators or society. This component is procedural in nature. The control zones will extend upward from the surface and terminate at the overlying or adjacent controlled airspace.

(4) Transition Areas Not Associated With Control Zones

This component of the rule is procedural in nature and will not impose additional costs on either aircraft operators or society. Transition areas that are not associated with control zones have been reviewed under the revised criteria to ensure that terminal IFR operations are contained in the transition areas.

The cost to the FAA associated with this Terminal Airspace Reconfiguration rule is included in the $1.9 million cost estimate of the Airspace Reclassification Rule. As discussed above, this is because the FAA's administrative costs, which include modification of manuals, charts, and training materials, have already been accounted for in the Airspace Reclassification Rule. For a detailed discussion of how these costs were derived, the reader is directed to the final regulatory evaluation of the Airspace Reclassification final rule. A brief discussion explaining each of these costs is presented below.

(1) Aeronautical Charts

The Terminal Airspace Reconfiguration rule will result in modifications to the aeronautical charts because of lateral and vertical boundaries of control zones with towers will be modified and shown on the charts, whereas control zones without towers will be deleted from the charts. All of these changes have already been included as part of the estimated $1.2 million for the Airspace Reclassification final rule.

(2) Air Traffic Training Courses

- The cost of revising the courses used to instruct air traffic controllers in terminal airspace reconfigured areas is part of an estimated $52,000 (discounted) in controller training costs. This includes developing and conducting a one-week seminar for FAA student controllers ($9,000) and revising lesson plans, visual aids, handouts, laboratory exercises, and tests ($43,000).

(3) Pilot Re-Education

The cost of re-educating the pilot community of the modifications in the terminal airspace reconfiguration rule is part of an estimated $618,000 (discounted). This includes the publication and mailing of an advisory circular ($550,000) and the production of a video tape documenting the new airspace classifications ($68,000).

(4) Conversion of Statute Miles to Nautical Miles

The statute mile designations in part 71 and FAA Handbook 7400.6, Compilation of Requlations, are being converted to nautical miles as part of the Airspace Reclassification Rule. The terminal airspace reconfiguration rule will share some of the $1,200 (discounted) cost to complete this conversion.

Benefits

The rule is expected to generate total incremental benefits in the form of enhanced safety and operational efficiency to the aviation community by ensuring that the potential benefits of the Airspace Reclassification final rule materialize as expected. A brief discussion of most of those safety and operational efficiency benefits is provided below.

The FAA believes that the simplified classification in this rule and the Airspace Reclassification final rule will reduce airspace complexity and thereby enhance safety by reducing a possible source of confusion to pilots. This airspace reclassification mirrors the new ICAO airspace designations, except there will be no Class F in the United States. This rule and the Airspace Reclassification final rule will also increase safety in the United States because foreign pilots operating aircraft in U.S. airspace will be familiar with the airspace designations and classification system.

Another simplification that is expected to help increase airspace safety is the change to correlate the class of controlled airspace currently termed a control zone to the airspace of the surrounding area. Presently, there are several types of designated airspace around an airport which makes it difficult for pilots and controllers to determine how the areas are classified and which requirements apply. After the reclassification the terminology will be simplified.

The conversion of statute mile designations to nautical mile designations is intended to further simplify operations. Because the instruments on board the aircraft are calibrated in nautical miles and aviation charts have representations in nautical miles, this change will eliminate the need for pilots to convert between nautical and statute miles. This simplification will help pilots and controllers to improve their understanding of the airspace designations in part 71.

Conclusion

This final rule is not expected to impose costs on either aircraft operators (in terms of additional equipment or additional circumnavigation) or society (in terms of lowered safety). This rule will impose additional administrative duties on the FAA. However, the costs required to perform those duties have already been accounted for in the Airspace Reclassification Rule. The FAA administrative costs imposed by this rule are part of the $1.9 million (discounted) estimate derived for the Airspace Reclassification Rule. The rule will ensure that a simpler, more efficient, and more uniform airspace system materializes as prescribed under the Airspace Reclassification final rule. This action in turn will ultimately result in increased safety to the aviation community. Thus, the FAA contends that the benefits of the rule are greater than its costs.

International Trade Impact Assessment

This rule will only affect airspace inside of the United States, and it will not impose any adverse operating requirements on foreign aircraft operators. A number of foreign aircraft operators are already operating under airspace requirements similar to those contained in this rule and those requirements in the U.S. Airspace Reclassification Rule. By September 16, 1993, virtually all foreign aircraft operators will be operating in airspace classified similar to those requirements in this rule and those requirements outlined in the U.S. Airspace Reclassification Rule (based largely, if not entirely, on ICAO's airspace reclassification). Also, this rule will have no affect on the sale of foreign aviation products or services in the United States, nor will it affect the sale of United States products or services in foreign countries.

Final 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 Government regulations. The RFA requires agencies to review rules that may have "a significant economic impact on a substantial number of small entities." The small entities that could be potentially affected by the implementation of this rule are pilot schools (SIC 8299).

As discussed in the Airspace Reclassification rule, training materials used in the courses offered by the pilot schools will have to be modified to reflect the changes of the airspace reclassification. However, these training materials are updated regularly as a normal course of business. The FAA contends that pilot schools can make the modifications required by the rule during these regular updates at little, if any, additional cost. Therefore, the rule will not have a significant economic impact on a substantial number of small entities.

Federalism Implications

The regulations herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this regulation will not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Conclusion

For reasons discussed in the preamble, and based on the findings in the Regulatory Evaluation Determination and the International Trade Impact Analysis, the FAA has determined that this regulation is not a major rule under Executive Order 12291. In addition, the FAA certifies that this regulation will not have a significant economic impact on a substantial number of small business entities under the criteria of the Regulatory Flexibility Act. This regulation is not considered significant under Order DOT 2100.5, Policies and Procedures for Simplification, Analysis, and Review of Regulations. A regulatory evaluation of the regulation, including a Regulatory Flexibility Determination and Trade Impact Analysis, has been placed in the docket. A copy may be obtained by contacting the person identified under "FOR FURTHER INFORMATION CONTACT."

List of Subjects in 14 CFR Part 71

Airport radar service areas, Airspace, Control zones, Incorporation by reference, Navigation (air), Terminal control areas, Transition areas.

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends part 71 of the Federal Aviation Regulations (14 CFR part 71) as follows:

The following amendments are to part 71 currently in effect:

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, REPORTING POINTS, JET ROUTES, AND AREA HIGH ROUTES

The authority citation for Part 71 continues to read as follows:

Authority: 49 U.S.C. App. 1348(a), 1354(a); 1510; Executive Order 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p.389; 49 U.S.C. 106(g); 14 CFR 11.69.

2. Section 71.1 is revised to read as follows:

§ 71.1 Applicability.

The complete listing for all Federal airways, area low routes, controlled airspace, reporting points, jet routes, and area high routes can be found in FAA Order 7400.7, Compilation of Regulations, which was last published as of April 30, 1991, and effective November 1, 1991. Superseding Subparts F, G, K, and L of FAA Order 7400.7, the descriptions of control zones, transition areas, terminal control areas, and airport radar service areas can be found in FAA Order 7400.7—Supplement, effective October 15, 1992. The incorporation by reference of FAA Order 7400.7 was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The approval to incorporate by reference FAA Order 7400.7 and subsequent updates is effective as of December 17, 1991 through September 15, 1993. During the incorporation by reference period, proposed individual changes to the listings of Federal airways, area low routes, controlled airspace, reporting points, jet routes, and area high routes will be published in full text as proposed rule documents in the **Federal Register.** Amendments to the listings of Federal airways, area low routes, controlled airspace, reporting points, jet routes, and area high routes will be published in full text as final rules in the **Federal Register.** Periodically, the final rule amendments will be integrated into a revised edition of the compilation and submitted to the Director of the Federal Register for approval for incorporation by reference in this section. Copies of FAA Order 7400.7 and 7400.7—Supplement may be obtained from the Document Inspection Facility, APA–220, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, (202) 267–3484. Copies of FAA Order 7400.7 and 7400.7—Supplement may be inspected in Docket Numbers 24456 and 26852, respectively, at the Federal Aviation Administration, Office of the Chief Counsel, AGC–10, room 915G, 800 Independence Avenue SW., Washington, DC 20591, weekdays between 8:30 a.m. and 5:00 p.m., or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC. This section is effective as of December 17, 1991, through September 15, 1993.

The following amendments are to part 71 in effect as of September 16, 1993:

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

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. App. 1348(a), 1354(a), 1510; Executive Order 10854; 24 FR 9565, 3 CFR, 1959–1963 Comp., p.389; 49 U.S.C. 106(g); 14 CFR 11.69.

2. The introductory text to § 71.1, effective September 16, 1993, is revised to read as follows:

§ 71.1 Airspace classification.

The complete listing of these airspace designations can be found in FAA Order 7400.9, Airspace Reclassification, which is effective September 16, 1993. Superseding subparts B, C, and D, and § 71.71(b), subpart E, of FAA Order 7400.9, the descriptions of Class B, C, and D airspace and of control zones without air traffic control towers (Class E) can be found in FAA Order 7400.7—Supplement. The incorporation by reference of FAA Order 7400.9 was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The approval to incorporate by reference FAA Order 7400.9 and subsequent updates is effective as of September 16, 1993, through September 15, 1994. During the incorporation by reference period, proposed individual changes to the listings of Class A, Class B, Class C, Class D, and Class E airspace areas and airways, routes, and reporting points will be published in full text as proposed rule documents in the **Federal Register.** Amendments to the listings of Class A, Class B, Class C, Class D, and Class E airspace areas and airways, routes, and reporting points will be published in full text as final rules in the **Federal Register.** Periodically, the final rule amendments will be integrated into a revised edition of the compilation and submitted to the Director of the Federal Register for approval for incorporation by reference in this section. Copies of FAA Order 7400.9 and 7400.7—Supplement may be obtained from the Document Inspection Facility, APA–220, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, (202) 267–3484. Copies of FAA Order 7400.9 and 7400.7—Supplement may be inspected in Docket Numbers 24456 and 26852, respectively, at the Federal Aviation Administration, Office of the Chief Counsel, AGC–10, room 915G, 800 Independence Avenue SW., Washington, DC 20591, weekdays between 8:30 a.m. and 5 p.m. or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

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Issued in Washington, DC on August 18, 1992.

Harold W. Becker

Manager, Airspace—Rules and Aeronautical Information Division.

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August 27, 1992

Part III

Office of Management and Budget

Proposed Revision of Circular A-110, Uniform Administrative Requirements for Grants and Agreements With Institutions of Higher Learning Education, Hospitals, and Other Non-Profit Organizations; Notice

OFFICE OF MANAGEMENT AND BUDGET

Proposed Revision of Circular No. A-110, "Uniform Administrative Requirements for Grants and Agreements With Institutions of Higher Education, Hospitals and Other Non-Profit Organizations"

AGENCY: Office of Management and Budget.

ACTION: Proposed Revision of Circular No. A-110.

SUMMARY: This notice offers interested parties an opportunity to comment on proposed revisions to OMB Circular No. A-110, "Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals, and Other Non-Profit Organizations."

OMB issued Circular No. A-110 in 1976 and, except for a minor revision in February 1987, the Circular contains its original provisions. In 1987, an interagency task force reviewed the Circular and recommended that its requirements be consolidated in a common rule with the requirements Federal agencies impose on State and local governments. The task force published a proposed, consolidated common rule for public comment in a Federal Register notice on November 4, 1988 (53 FR 44716). Because of concerns by certain university groups and some Federal agencies, OMB did not finalize this consolidated common rule.

In November 1990, OMB convened an interagency task force to review the provisions of Circular No. A-110. This Notice contains the task force recommendations.

The task force prepared the proposed revised Circular in common rule format to facilitate regulatory adoption by the executive departments and agencies. Agencies should adopt the provisions of the Circular word for word to the maximum extent possible.

DATES: To be assured of consideration, comments on this proposed Circular must be in writing and must be received on or before October 26, 1992. Send comments to the Office of Federal Financial Management, Office of Management and Budget, 725-17th Street, NW., room 10235, Washington, DC 20503. Comments should refer to the title of this notice, "Proposed Revision of Circular No. A-110."

FOR FURTHER INFORMATION CONTACT: Palmer Marcantonio, (202) 395-3993. A copy of the current Circular may be obtained by calling the OMB Publications Office at (202) 395-7332.

SUPPLEMENTARY INFORMATION: The Circular has been restructured from 20 attachments to four subparts with sections.

Subpart A—General

Sec.
____.1 Purpose.
____.2 Definitions.
____.3 Applicability.
____.4 Effect on other issuances.
____.5 Deviations.
____.6 Subawards.

Subpart B—Pre-Award Requirements

____.10 Purpose.
____.11 Pre-award policies.
____.12 Forms for applying for Federal assistance.
____.13 Debarment and suspension.
____.14 Special award conditions.
____.15 Metric system of measurement.
____.16 Awards and adjustments.

Subpart C—Post-Award Requirements

Financial and Program Management

____.20 Purpose of financial and program management.
____.21 Definitions.
____.22 Standards for financial management systems.
____.23 Payment.
____.24 Cost sharing and matching.
____.25 Program income.
____.26 Revision of budget and program plans.
____.27 Non-Federal audits.
____.28 Allowable costs.
____.29 Carryover balances.

Property Standards

____.30 Purpose of property standards.
____.31 Definitions.
____.32 Insurance coverage.
____.33 Real property.
____.34 Federally-owned and exempt property.
____.35 Transfers of title or other interests in property to private parties.
____.36 Equipment.
____.37 Supplies and other expendable property.
____.38 Intangible property.
____.39 Property trust relationship.

Procurement Standards

____.40 Purpose of procurement standards.
____.41 Recipient responsibilities.
____.42 Codes of conduct.
____.43 Competition.
____.44 Procurement procedures.
____.45 Cost and price analysis.
____.46 Procurement records.
____.47 Contract administration.
____.48 Contract provisions.

Reports and Records

____.50 Purpose of reports and records.
____.51 Monitoring and reporting program performance.
____.52 Financial reporting.
____.53 Retention and access requirements for records.

Termination and Enforcement

____.60 Purpose of termination and enforcement.
____.61 Termination and enforcement.

Subpart D—After Award Requirements

____.70 Purpose.
____.71 Definitions.
____.72 Closeout procedures.
____.73 Subsequent adjustments and continuing responsibilities.
____.74 Collection of amounts due.

The substantive differences between the current and proposed updated Circular are listed under their former attachments. The locations of these requirements in the proposed, updated Circular are stated after the title of the current attachment.

Attachment A, Cash Depositories, requirements are now in subpart C, "Post-Award Requirements," Financial and Program Management. No substantive changes.

Attachment B, Bonding and Insurance, requirements are now in subpart C, "Post-Award Requirements," Property and Procurement Standards. No substantive changes.

Attachment C, Retention and Custodial Requirements for Records, requirements are now in subpart C, "Post-Award Requirements," Reports and Records. A proposed revision clarifies the right of Federal agencies to have access to recipient personnel and records.

Attachment D, Program Income, requirements are now in subpart C, "Post-Award Requirements," Financial and Program Management. The proposed revisions:

- Allow costs incident to the generation of program income to be deducted from gross income to determine program income,
- Require excess program income to be deducted from total project costs, and
- Exempt program income earned after the project period.

Attachment E, Cost Sharing and Matching, requirements are now in subpart C, "Post-Award Requirements," Financial and Program Management. The proposed revisions:

- Allow the fair market value of real property to be used for matching share when approved by the Federal awarding agency, and
- Allow a reasonable amount of fringe benefits to be used for valuing donated services.

Attachment F, Standards for Financial Management Systems, requirements are now in subpart C, "Post-Award Requirements," Financial and Program Management. Previous audit

requirements are deleted and replaced by the provisions of Circular No. A–133, "Audits of Institutions of Higher Education and Other Non-Profit Institutions." Certain bonding and insurance provisions which previously appeared in Attachment B, Bonding and Insurance, are added to this Subpart.

Attachment G, Financial Reporting Requirements, requirements are now in subpart C, "Post-Award Requirements," Reports and Records. The proposed revision increases the threshold for waiving the requirement for the submission of cash reports from $10,000 to $25,000.

Attachment H, Monitoring and Reporting Program Performance, requirements are now in subpart C, "Post-Award Requirements," Reports and Records. Proposed is a new section describing recipient responsibilities for monitoring sub-recipients.

Attachment I, Payment Requirements, requirements are now in subpart C, "Post-Award Requirements," Financial and Program Management.

Attachment J, Revisions of Financial Plans, requirements are now in subpart C, "Post-Award Requirements," Reports and Records. The proposed revisions:

- Raise the threshold for restricting fund transfers among direct cost categories from 5 to 10 percent,
- Add a provision to authorize Federal agencies to waive certain prior approval and certain other administrative and programmatic requirements, and
- Add a new section concerning carryover balances.

Attachment K, Close-out Procedures, requirements are now in subpart D, "After Award Requirements." Proposed is a new subparagraph to require recipients to liquidate obligations 90 days after the funding period or the date the project is completed.

Attachment L, Suspension and Termination Procedures, requirements are now in subpart C, "Post-Award Requirements," Termination and Enforcement. The definition of "suspension" is clarified.

Attachment M, Standard Forms for Applying for Federal Assistance, requirements are now in subpart B, "Pre-Award Requirements." The proposed revisions:

- Add a provision authorizing Federal agencies to use application forms other than the SF–424, and
- Add a new section covering use of assistance agreements and contracts and a new section dealing with advance public notice and priority setting.

Attachment N, Property Management Standards, requirements are now in subpart C, "Post-Award Requirements," Property Standards. The proposal raises the threshold for defining equipment (formerly nonexpendable personal property) from $300 to $5000. Governmentwide patent regulations are incorporated into this section. The nature of Federal interest in property is clarified.

Attachment O, Procurement Standards requirements are now in subpart C, "Post-Award Requirements," Procurement Standards. The proposed revisions:

- Promote the use of small, minority-owned and women's business enterprises,
- Authorize recipients to establish certain standards for defining conflicts of interest,
- Increase the small purchase threshold from $10,000 to $25,000, and
- Add contract clauses for Anti-Lobbying and Debarment and Suspension.

With respect to paragraph ____.23(l) which contains methods for making payments to recipients, interest earned on advances shall be returned to the Federal agencies. Some recipients suggested that all interest payments be directly returned to the Treasury of the United States. OMB is interested in comments from Federal agencies and recipients on whether interest payments should continue to be made to Federal agencies or made directly to the Treasury of the United States.

Federal agencies are expected to revise all program regulations which are inconsistent with the provisions of this Circular, except to the extent they are required by legislation or approved by OMB. All grants administration provisions of non-codified program manuals, handbooks, and other materials which are inconsistent with the provisions of this Circular will be revised, except to the extent they are required by legislation or approved by OMB.

James Murr,

Associate Director for Legislative Reference and Administration.

Office of Management and Budget

Circular No. A–110

Grants and Agreements With Institutions of Higher Education, Hospitals, and Other Non-Profit Organizations

Uniform Administrative Requirements

To the Heads of Executive Departments and Agencies

Subject: Uniform Administrative Requirements for Grants and Agreements With Institutions of Higher Education, Hospitals, and Other Non-Profit Organizations

1. Purpose. This Circular sets forth standards for obtaining consistency and uniformity among Federal agencies in the administration of grants to and agreements with institutions of higher education, hospitals, and other non-profit organizations.

2. Authority. Circular A–110 is issued under the authority of 31 U.S.C. 1111, 31 U.S.C. 503, Reorganization Plan No. 2 of 1970, and Executive Order No. 11541.

3. Applicability and Scope. Except as provided herein, the standards set forth in this Circular are applicable to all Federal agencies. If any statute expressly prescribes policies or specific requirements that differ from the standards provided herein, the provisions of the statute shall govern.

The provisions of the sections of this Circular shall be applied to subrecipients performing substantive work under grants and agreements that are passed through or awarded by the primary recipient if such subrecipients are organizations described in paragraph 1.

This Circular does not apply to grants, contracts, or other agreements between the Federal Government and units of State or local governments covered by OMB Circular No. A–102, "Grants and Cooperative Agreements with State and Local Governments," and the Federal agencies' grants management common rule which standardized and codified the administrative requirements Federal agencies impose on State and local grantees, formerly in Circular No. A–102. In addition, subgrants to State or local governments are not covered by this Circular.

4. Requirements and Responsibilities. The specific requirements and responsibilities of Federal agencies and institutions of higher education, hospitals, and other non-profit organizations are set forth in the sections of this Circular. Federal agencies responsible for awarding and administering grants to and other agreements with organizations described in paragraph 1 shall implement the provisions of this Circular by adopting the text of the Circular unless different provisions are required by Federal statute or are approved by OMB.

5. Effective Date. The standards set forth in this Circular which affect Federal agencies will be effective 30 days after publication of the final revision in the **Federal Register.** Those standards which Federal agencies impose on grantees will be adopted by agencies in codified regulations within

six months after publication of the final revision in the **Federal Register**.

6. Policy Review. This Circular will have a policy review three years from date of issuance.

7. Inquiries. Further information concerning this Circular may be obtained by contacting the Office of Federal Financial Management, Office of Management and Budget, Washington, DC 20503, Telephone (202) 395–3993.

Richard G. Darman,

Director.

Attachment

Grants and Agreements With Institutions of Higher Education, Hospitals, and Other Non-Profit Organizations

Subpart A—General

Sec.

____.1 Purpose.
____.2 Definitions.
____.3 Applicability.
____.4 Effect on other issuances.
____.5 Deviations.
____.6 Subawards.

Subpart B—Pre-Award Requirements

____.10 Purpose.
____.11 Pre-award policies.
____.12 Forms for applying for Federal assistance.
____.13 Debarment and suspension.
____.14 Special award conditions.
____.15 Metric system of measurement.
____.16 Awards and adjustments.

Subpart C—Post-Award Requirements

Financial and Program Management

____.20 Purpose of financial and program management.
____.21 Definitions.
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Termination and Enforcement

____.60 Purpose of termination and enforcement.
____.61 Termination and enforcement.

Subpart D—After Award Requirements

____.70 Purpose.
____.71 Definitions.
____.72 Closeout procedures.
____.73 Subsequent, adjustments and continuing responsibilities.
____.74 Collection of amounts due.

Subpart A—General

____.1 Purpose. This Part establishes uniform administrative requirements for Federal grants and agreements awarded to institutions of higher education, hospitals, and other non-profit organizations. Federal awarding agencies shall not impose additional or inconsistent requirements, except as provided in paragraph ____.5, or unless specifically required by Federal statute or executive order.

____.2 Definitions.

(a) *Award* means a legal instrument that provides financial assistance or provides support or stimulation to accomplish a public purpose. Awards include grants and other agreements in the form of money or property in lieu of money, by the Federal Government to an eligible recipient. The term does not include: technical assistance, which provides services instead of money; other assistance in the form of loans, loan guarantees, interest subsidies, or insurance; and, direct payments of any kind to individuals.

(b) *Federal awarding agency* means the Federal agency that provides an award to the recipient.

(c) *Federal funds authorized* means the total amount of Federal funds obligated by the Federal Government for use by the recipient. This amount may include any authorized carryover of unobligated funds from prior fiscal years when permitted by law or agency regulations.

(d) *Funding period* means the period of time when Federal funding is available for obligation by the recipient.

(e) *Project period* means the period established in the award document during which Federal sponsorship begins and ends.

(f) *Recipient* means an organization receiving financial assistance directly from Federal awarding agencies to carry out a project or program. The term includes public and private institutions of higher education, public and private hospitals, and other quasi-public and private non-profit organizations such as, but not limited to, community action agencies, research institutes, educational associations, and health centers. The term does not include foreign or international organizations (such as agencies of the United Nations) and government-owned contractor-operated facilities or research centers providing continued support for mission-oriented, large-scale programs that are government-owned or controlled, or are designed as federally-funded research and development centers.

(g) *Research and development* means all research activities, both basic and applied, and all development activities that are supported at universities, colleges, and other non-profit institutions. "Research" is defined as a systematic study directed toward fuller scientific knowledge or understanding of the subject studied. "Development" is the systematic use of knowledge and understanding gained from research directed toward the production of useful materials, devices, systems, or methods, including design and development of prototypes and processes.

(h) *Subrecipient* means the legal entity to which a subaward is made and which is accountable to the recipient for the use of the funds provided.

(i) *Subaward* means an award of financial assistance in the form of money, or property in lieu of money, made under an award by a recipient to an eligible subrecipient. The term includes financial assistance when provided by any legal agreement, even if the agreement is called a contract, but does not include procurement purchases, nor does it include any form of assistance which is excluded from the definition of "award" in this subpart.

____.3 Applicability. Except as provided in this Part, the standards set forth herein are applicable to all Federal agencies. If any statute expressly prescribes policies or specific requirements that differ from the standards provided in this Part, the provisions of the statute shall govern. This Part does not apply to grants, contracts, or other agreements between the Federal Government and units of State or local governments covered by OMB Circular No. A–102 and the Federal agencies' grants management

common rule which standardized and codified administrative requirements Federal agencies imposed on State and local grantees, formally in Circular No. A–102. In addition, subgrants to State or local governments are not covered by this Part.

____.4 Effect on other issuances. For awards subject to this Part, all administrative requirements of codified program regulations, program manuals, handbooks and other nonregulatory materials which are inconsistent with the requirements of this Part are superseded, except to the extent they are required by statute, or authorized in accordance with the deviation provision in paragraph ____.5.

____.5 Deviations. The Office of Management and Budget (OMB) may grant exceptions from the requirements of this Part when exceptions are not prohibited by law. However, in the interest of maximum uniformity, exceptions from the requirements of this Part shall be permitted only in unusual circumstances. Federal awarding agencies may apply more restrictive requirements to a class of recipients when approved by OMB.

____.6 Subawards. The provisions of this Part shall be applied to subrecipients performing work under awards if such subrecipients are institutions of higher education, hospitals or other non-profit organizations.

Subpart B—Pre-Award Requirements

____.10 Purpose. Subpart B prescribes forms and instructions to be used in applying for grants and other agreements.

____.11 Pre-award policies.

(a) Use of Grants and Cooperative Agreements, and Contracts. In each instance, the agency shall decide on the appropriate award instrument (i.e., grant, cooperative agreement, or contract). Sections 6301–08, title 31, United States Code govern the use of grants, cooperative agreements and contracts. A grant or cooperative agreement shall be used only when the principal purpose of a transaction is to accomplish a public purpose of support or stimulation authorized by Federal statute. Contracts shall be used when the principal purpose is acquisition of property or services for the direct benefit or use of the Federal Government. The statutory criterion for choosing between grants and cooperative agreements is that for the latter, "substantial involvement is expected between the executive agency and the State, local government, or other recipient when carrying out the activity contemplated in the agreement."

(b) Advance Public Notice and Priority Setting.

(1) Agencies shall provide the public with an advance notice in the **Federal Register**, or by other appropriate means, of intended funding priorities for discretionary grant programs, unless funding priorities are established by Federal statute. These priorities shall be approved by a policy level official.

(2) Whenever time permits, agencies shall provide the public an opportunity to comment on intended funding priorities.

(3) All discretionary grant awards in excess of $25,000 shall be reviewed by a policy level official for consistency with agency priorities.

____.12 Forms for applying for Federal assistance.

(a) Applicants shall use the SF–424 or those forms and instructions prescribed by the Federal awarding agency. Federal awarding agencies shall comply with the applicable report clearance requirements of 5 CFR 1320.

(b) For Federal programs covered by Executive Order 12372, "Intergovernmental Review of Federal Programs," the applicant shall complete the appropriate section of the SF–424 indicating whether the application was subject to review by the State Single Point of Contact (SPOC). The name and address of the SPOC for a particular State can be obtained from the Federal awarding agency or the Catalog of Federal Domestic Assistance. The SPOC shall advise the applicant whether the program for which application is made has been selected by that State for review.

(c) Federal awarding agencies that do not use the SF–424 form should indicate whether the application is subject to review by the State under E.O. 12372.

____.13 Debarment and suspension. Federal awarding agencies, recipients, and subrecipients shall comply with the nonprocurement common rule implementing Executive Order 12549, "Debarment and Suspension." In certain circumstances, the common rule restricts subawards and contracts with certain parties that are debarred, suspended or otherwise excluded from or ineligible for participation in Federal nonprocurement programs or activities.

____.14 Special award conditions. If an applicant or recipient has a history of poor performance, is not financially stable, or has a management system that does not meet the standards prescribed in this Part, Federal awarding agencies may impose additional requirements as needed, provided that such applicant or recipient is notified in writing as to: (a) why the additional requirements are being imposed, and (b) what corrective action is needed.

____.15 Metric system of measurement. The Metric Conversion Act of 1975, as amended by the Omnibus Trade and Competitiveness Act of 1988 (P.L. 100–418), states a policy preference for the use of the metric system of measurement, except where the use of that system is impractical or likely to cause significant ineffectiveness in the accomplishments of federally-funded activities. Accordingly, it is national policy to encourage recipients of Federal awards to use the metric system of measurement in their federally-related activities. Recipients of Federal funds are encouraged to take similar appropriate actions to use the metric system of measurement.

____.16 Awards and adjustments. Agencies shall notify recipients immediately of any anticipated adjustments in the amount of a grant. This notice shall be provided as early as possible. Reductions in funding shall apply only to periods after notice is provided. Whenever an agency adjusts the amount of a grant, it shall also make an appropriate adjustment to the amount of any required cost sharing or matching.

Subpart C—Post-Award Requirements

____.20 Purpose of financial and program management. Paragraphs ____.21 through ____.29 prescribe standards for financial management systems, methods for making payments, rules for satisfying cost sharing and matching requirements, and procedures to be used in accounting for program income.

____.21 Definitions.

(a) *Accrued expenditures* means the charges incurred by the recipient during a given period requiring the provision of funds for: (1) Goods and other tangible property received; (2) services performed by employees, contractors, subrecipients, and other payees; and, (3) other amounts becoming owed under programs for which no current services or performance is required.

(b) *Accrued income* means the sum of: (1) earnings during a given period from (i) services performed by the recipient, and (ii) goods and other tangible property delivered to purchasers, and (2) amounts becoming owed to the recipient for which no current services or performance is required by the recipient.

(c) *Advance* means a payment made by Treasury check or other appropriate payment mechanism to a recipient upon its request either before outlays are

made by the recipient or through the use of predetermined payment schedules.

(d) *Cash contributions* means the recipient's cash outlay, including the outlay of money contributed to the recipient by third parties.

(e) *Cost sharing or matching* means that portion of project or program costs not borne by the Federal Government.

(f) *In-kind contributions* means the value of non-cash contributions provided by the recipient and non-Federal third parties. Only when authorized by Federal legislation may property purchased with Federal funds be considered as the recipient's or a third party's in-kind contribution. In-kind contributions may be in the form of charges for real property, equipment, supplies and other expendable property, and the value of goods and services directly benefiting and specifically identifiable to the project or program.

(g) *Obligations* means the amounts of orders placed, contracts and grants awarded, services received and similar transactions during a given period that require payment by the recipient during the same or a future period.

(h) *Outlays or expenditures* means charges made to the project or program. They may be reported on a cash or accrual basis. For reports prepared on a cash basis, outlays are the sum of cash disbursements for direct charges for goods and services, the amount of indirect expense charged, the value of in-kind contributions applied and the amount of cash advances and payments made to subrecipients. For reports prepared on an accrual basis, outlays are the sum of cash disbursements for direct charges for goods and services, the amount of indirect expense incurred, the value of in-kind contributions applied, and the net increase (or decrease) in the amounts owed by the recipient for goods and other property received, for services performed by employees, contractors, subrecipients and other payees and other amounts becoming owed under programs for which no current services or performance are required.

(i) *Program income* means gross income earned by the recipient that is directly generated by a supported activity or earned as a result of the award. Program income includes, but is not limited to, income from fees for services performed, the use or rental of real or personal property acquired under federally-funded projects, the sale of commodities or items fabricated under an award, license fees and royalties on patents and copyrights, and interest on loans made with award funds. Interest earned on advances of Federal funds is not program income. Except as otherwise provided in agency regulations or the terms and conditions of the award, program income does not include the receipt of principal on loans, rebates, credits, discounts, etc., or interest earned on any of them.

(j) *Project costs* means all allowable costs, as set forth in the applicable Federal cost principles, incurred by a recipient and the value of the in-kind contributions made by the recipient or third parties in accomplishing the objectives of the award during the project period.

(k) *Reimbursement* means a payment made by Treasury check or other appropriate payment mechanism to a recipient upon request for reimbursement from the recipient.

(l) *Unliquidated obligations*, for financial reports prepared on a cash basis, means the amount of obligations incurred by the recipient or subrecipient that have not been paid. For reports prepared on an accrued expenditure basis, they represent the amount of obligations incurred by the recipient for which an outlay has not been recorded.

(m) *Unobligated balance* means the portion of the funds authorized by the Federal awarding agency that has not been obligated by the recipient and is determined by deducting the cumulative obligations from the cumulative funds authorized.

____.22 Standards for financial management systems.

(a) Federal agencies shall require recipients to relate financial data to performance data and develop unit cost information whenever practical.

(b) Federal awarding agencies are encouraged to make suggestions and assist recipients in establishing or improving financial management systems when such assistance is needed or requested.

(c) Recipients' financial management systems shall provide for:

(1) Accurate, current and complete disclosure of the financial results of each federally-sponsored project or program in accordance with the reporting requirements set forth in paragraph ____.51. If a Federal awarding agency requires reporting on an accrual basis from a recipient that maintains its records on other than an accrual basis, the recipient shall not be required to establish an accrual accounting system. These recipients may develop such accrual data for its reports on the basis of an analysis of the documentation on hand.

(2) Records that identify adequately the source and application of funds for federally- sponsored activities. These records shall contain information pertaining to Federal awards, authorizations, obligations, unobligated balances, assets, outlays, and income.

(3) Effective control over and accountability for all funds, property and other assets. Recipients shall adequately safeguard all such assets and assure they are used solely for authorized purposes.

(4) Comparison of outlays with budget amounts for each award. Whenever appropriate, financial information should be related to performance and unit cost data.

(5) Procedures to minimize the time elapsing between the transfer of funds from the U.S. Treasury and the disbursement by the recipient, whenever funds are advanced by the Federal Government.

(6) Procedures for determining the reasonableness, allocability and allowability of costs in accordance with the provisions of the applicable Federal cost principles and the terms and conditions of the award.

(7) Accounting records that are supported by source documentation.

(c) Where the Federal Government guarantees or insures the repayment of money borrowed by the recipient, the Federal agency, at its discretion, may require adequate bonding and insurance if the bonding and insurance requirements of the recipient are not deemed adequate to protect the interest of the Federal Government.

(d) The Federal awarding agency may require adequate fidelity bond coverage where the recipient has no or inadequate coverage and the bond is needed to protect the Federal Government's interest.

(e) Where bonds are required in the situations described above, the bonds shall be obtained from companies holding certificates of authority as acceptable sureties, as prescribed in 31 CFR part 223, "Surety Companies Doing Business with the United States."

____.23 Payment.

(a) Payment methods shall minimize the time elapsing between the transfer of funds from the U.S. Treasury and the disbursement by the recipients.

(b) Recipients are to be paid in advance, provided they maintain or demonstrate the willingness to maintain: (1) Procedures that minimize the time elapsing between the transfer of funds and disbursement by the recipient, and (2) financial management systems that meet the standards for fund control and accountability as established in paragraph ____.22.

(c) Whenever possible, advances shall be consolidated to cover anticipated cash needs for all awards made by the Federal awarding agency to the

recipient. Advance payment mechanisms include, but are not limited to, Treasury check and electronic funds transfer. Advance payment mechanisms are subject to the provisions of the "Intergovernmental Funds Transfer Procedures" (31 CFR 205).

(d) Requests for Treasury check advance payment shall be submitted on SF–270, "Request for Advance or Reimbursement," or other forms as may be authorized by OMB. This form is not to be used when Treasury check advance payments are made to the recipient automatically through the use of a predetermined payment schedule or if precluded by special agency instructions for electronic funds transfer.

(e) Reimbursement is the preferred method when the requirements in subparagraph (c) cannot be met. Federal awarding agencies may also use this method on any construction agreement, or if the major portion of the construction project is accomplished through private market financing or Federal loans, and the Federal assistance constitutes a minor portion of the project. When the reimbursement method is used, the Federal awarding agency shall make payment within 30 days after receipt of the billing, unless the billing is improper.

(f) If a recipient cannot meet the criteria for advance payments and the awarding agency has determined that reimbursement is not feasible because the recipient lacks sufficient working capital, the Federal awarding agency may provide cash on a working capital advance basis. Under this procedure, the Federal awarding agency shall advance cash to the recipient to cover its estimated disbursement needs for an initial period generally geared to the awardee's disbursing cycle. Thereafter, the Federal awarding agency shall reimburse the recipient for its actual cash disbursements.

Treasury Circular 1075 authorizes the working capital advance basis. This is a procedure whereby funds are advanced to the recipient organization to cover its estimated disbursement needs for a given initial period. The working capital advance method of payment shall not be used by recipients if the reason for using such method is the unwillingness or inability of the recipient to provide timely advances to the subrecipient to meet the subrecipient's actual cash disbursements.

(g) To the extent available, recipients shall disburse funds available from repayments to and interest earned on a revolving fund, program income (when income is required to be deducted from total project costs), rebates, refunds, contract settlements, audit recoveries and interest earned on such funds before requesting additional cash payments.

(h) Unless otherwise required by law, Federal awarding agencies shall not withhold payments for proper charges made by recipients at any time during the project period unless: (1) A recipient has failed to comply with the project objectives, the terms and conditions of the award, or Federal reporting requirements; or (2) the recipient or subrecipient is delinquent in a debt to the United States as defined in OMB Circular No. A–129, "Managing Federal Credit Programs." Under such conditions, the Federal awarding agency may, upon reasonable notice, inform the recipient that payments shall not be made for obligations incurred after a specified date until the conditions are corrected or the indebtedness to the Federal Government is liquidated.

(i) Standards governing the use of banks and other institutions as depositories of funds advanced under awards are as follows:

(1) Except for situations described in subparagraph (2), Federal awarding agencies shall neither require physical segregation of cash depositories for funds which are provided to a recipient nor establish any eligibility requirements for cash depositories for funds which are provided to a recipient.

(2) Advances of Federal funds shall be deposited and maintained in insured accounts whenever possible.

(j) Consistent with the national goal of expanding the opportunities for minority-owned business enterprises, recipients shall be encouraged to use women owned and minority-owned banks (a bank which is owned at least 50 percent by minority group members).

(k) Recipients shall maintain advances of Federal funds in interest bearing accounts, unless the recipient receives total Federal advances under awards of less than $120,000 per year; or the best reasonably available interest bearing account which would not earn interest in excess of $250 per year on Federal cash balances or require an average or minimum balance so high that it would not be feasible within the expected Federal and non-Federal cash resources.

(l) Interest earned on Federal advances deposited in interest bearing accounts shall be remitted annually to the Federal awarding agencies that provide funding. Interest amounts up to $250 per year may be retained by the recipient for administrative expense. Universities and hospitals that are entities of a State government shall comply with the provisions of the public law 101–453, the Cash Management Improvement Act of 1990, as it applies to interest.

(m) Where a funding period is specified, a recipient may charge to the grant only allowable costs resulting from obligations during the funding period unless: (1) Carryover of unobligated balances is permitted, in which case the carryover balances may be charged for costs resulting from obligations of the previous or subsequent funding period; or (2) pre-award costs were authorized by the Federal awarding agency.

(n) Except as noted elsewhere in this Part, only the following forms shall be authorized for the recipients in requesting advances and reimbursements. Federal agencies shall not require more than an original and two copies of these forms.

(1) SF–270, Request for Advance or Reimbursement.

(i) Each Federal awarding agency shall adopt the SF–270 as a standard form for all nonconstruction programs when electronic funds transfer or predetermined advance methods are not used. Federal awarding agencies, however, have the option of using this form for construction programs in lieu of the SF–271, "Outlay Report and Request for Reimbursement for Construction Programs."

(ii) Recipients shall be authorized to submit requests for advances and reimbursements at least monthly when electronic funds transfers are not used.

(2) SF–271, Outlay Report and Request for Reimbursement for Construction Programs.

(i) Each Federal awarding agency shall adopt the SF–271 as the standard form to be used for requesting reimbursement for construction programs. A Federal awarding agency may, however, have the option of substituting the SF–270 when the Federal awarding agency determines that it provides adequate information to meet Federal needs.

(ii) Recipients shall be authorized to submit requests for reimbursement at least monthly when electronic funds transfers are not used.

____.24 Cost sharing and matching.

(a) All contributions, including cash and in-kind, shall be accepted as part of the recipient's cost sharing or matching when such contributions meet all of the following criteria:

(1) Are verifiable from the recipient's records;

(2) Are not included as contributions for any other federally-assisted program;

(3) Are necessary and reasonable for proper and efficient accomplishment of project objectives;

(4) Are types of charges that are allowable under the applicable cost principles;

(5) Are not paid by the Federal Government under another award, except where authorized by Federal statute to be used for cost sharing or matching;

(6) Are provided for in the approved budget when required by the Federal agency; and

(7) Conform to other provisions of this Part, as applicable.

(b) Values for recipient in-kind contributions shall be established in accordance with the applicable cost principles. If a Federal award authorizes recipients to donate buildings or land for construction/facilities acquisition projects or long-term use, the value of the donated property for cost sharing or matching shall be the lesser of:

(1) The certified value of the property recorded in the recipient's accounting records at the time of donation, or

(2) The current fair market value. However, when there is sufficient justification, the Federal awarding agency may approve the use of the current fair market value of the donated property even if it exceeds the certified value at the time of donation to the project.

(c) Volunteer services furnished by professional and technical personnel, consultants, and other skilled and unskilled labor may be counted as cost sharing or matching if the service is an integral and necessary part of an approved project or program. Rates for volunteer services shall be consistent with those paid for similar work in the recipient's organization. In those instances in which the required skills are not found in the recipient organization, rates shall be consistent with those paid for similar work in the labor market in which the recipient competes for the kind of services involved. In either case, a reasonable amount of fringe benefits may be included in the valuation.

(d) When an employer other than the recipient furnishes the services of an employee, these services shall be valued at the employee's regular rate of pay (plus a reasonable amount of fringe benefits, but exclusive of overhead costs), provided these services are in the same skill for which the employee is normally paid.

(e) Donated supplies and other expendable property includes such items as expendable equipment, office supplies, laboratory supplies or workshop and classroom supplies. Value assessed to supplies and other expendable personal property included in the cost or matching share shall be reasonable and shall not exceed the fair market value of the property at the time of the donation.

(f) The method used for charging cost sharing or matching for donated equipment, buildings and land for which title passes to the recipient may differ according to the purpose of the award, as follows:

(1) If the purpose of the award is to assist the recipient in the acquisition of equipment, buildings or land, the total value of the donated property may be claimed as cost sharing or matching; or

(2) If the purpose of the award is to support activities that require the use of equipment, buildings or land, normally only depreciation or use charges for equipment and buildings may be made. However, the full value of equipment or other capital assets and fair rental charges for land may be allowed, provided that the Federal awarding agency has approved the charges.

(g) The value of donated property shall be determined in accordance with the usual accounting policies of the recipient, with the following qualifications:

(1) The value of donated land and buildings shall not exceed its fair market value at the time of donation to the recipient as established by an independent appraiser (e.g., certified real property appraiser or General Services Administration representative) and certified by a responsible official of the recipient.

(2) The value of donated equipment shall not exceed the fair market value of equipment of the same age and condition at the time of donation.

(3) The value of donated space shall not exceed the fair rental value of comparable space as established by an independent appraisal of comparable space and facilities in a privately-owned building in the same locality.

(4) The value of loaned equipment shall not exceed its fair rental value.

(5) The following requirements pertain to the recipient's supporting records for in-kind contributions from third parties:

(i) Volunteer services shall be documented and, to the extent feasible, supported by the same methods used by the recipient for its own employees.

(ii) The basis for determining the valuation for personal service, material, equipment, buildings and land shall be documented.

____.25 Program income.

(a) Federal awarding agencies shall apply the standards set forth in this paragraph in requiring recipient organizations to account for program income related to projects financed in whole or in part with Federal funds.

(b) Program income earned during the project period shall be retained by the recipient and, in accordance with agency regulations or the terms and conditions of the award, shall be used in one or more of the ways listed in (1) through (3):

(1) Added to funds committed to the project by the Federal awarding agency and recipient and used to further eligible project or program objectives;

(2) Used to finance the non-Federal share of the project; or

(3) Deducted from the total project costs in determining the net costs on which the Federal share of costs is based.

(c) When an agency authorizes the disposition of program income as described in subparagraphs (b)(1) or (b)(2), program income in excess of any limits stipulated shall be used in accordance with subparagraph (b)(3).

(d) In the event that the Federal awarding agency does not specify in its regulations or the terms and conditions of the award how program income is to be used, subparagraph (b)(3) shall apply automatically to all programs except research. For awards that support research, subparagraph (b)(1) shall apply automatically.

(e) Unless Federal awarding agency regulations or the terms and conditions of the award provide otherwise, recipients shall have no obligation to the Federal Government regarding program income earned after the end of the project period.

(f) If authorized by Federal awarding agency regulations or the terms and conditions of the award, costs incident to the generation of program income may be deducted from gross income to determine program income, provided these costs have not been charged to the award.

(g) Proceeds from the sale of property shall be handled in accordance with the requirements of the Property standards in paragraphs ____.33 and ____.36.

(h) Unless Federal awarding agency regulations or the terms and condition of the award provide otherwise, recipients shall have no obligation to the Federal Government with respect to program income earned from license fees and royalties for copyrighted material, patents, patent applications, trademarks, and inventions produced under an award. However, 35 U.S.C. chapter 18, "Patent Rights in Inventions Made with Federal Assistance," applies to inventions made under an experimental, developmental, or research award.

____.26 Revision of budget and program plans.

(a) The budget plan is the financial expression of the project or program as approved during the award process. It may include either the Federal and non-Federal share, or only the Federal share, depending upon Federal awarding agency requirements. It shall be related to performance for program evaluation purposes whenever appropriate.

(b) Recipients are required to: (1) report deviations from budget and program plans, and (2) request approvals for budget and program plan revisions, in accordance with this paragraph.

(c) For nonconstruction awards, recipients shall request prior approvals from Federal awarding agencies for the following program or budget related reasons:

(1) Change in the scope or the objective of the project or program (even if there is no associated budget revision requiring prior approval);

(2) Change in a key person specified in the application or award document;

(3) The absence for more than three months, or any substantial reduction in time devoted to the project, by the approved project director or principal investigator;

(4) The need for additional Federal funding;

(5) The transfer of amounts budgeted for indirect costs to absorb increases in direct cost, or vice versa, if approval is required by the awarding Federal agency;

(6) The inclusion, unless waived by the Federal agency, of costs that require prior approval in accordance with OMB Circular No. A-21, "Cost Principles for Institutions of Higher Education," or OMB Circular No. A-122, "Cost Principles for Non-Profit Organizations." No other approval requirements for specific items may be imposed unless a deviation has been approved by OMB;

(7) The transfer of funds allotted for training allowances (direct payment to trainees) to other categories of expense; or

(8) The subaward, transfer or contracting out of any substantive programmatic work under an award. This provision does not apply to the purchase of supplies, material, equipment or general support services.

(d) Except for requirements listed in subparagraphs (c)(1) and (c)(4), Federal awarding agencies are authorized, at their option, to waive cost-related and administrative prior approvals required by this Part and OMB Circulars Nos. A-21 and A-122. Such waivers may include authorization to:

(1) Incur pre-award costs up to 90 days prior to award at the recipient's risk (i.e., the Federal awarding agency is under no obligation to reimburse such costs if for any reason the recipient does not receive an award or if the award is less than anticipated and inadequate to cover such costs);

(2) Initiate a one-time extension of expiration date of the award up to 12 months provided: (A) the terms and conditions of award do not prohibit the extension, (B) the extension does not require additional Federal funds, (C) the extension does not involve any changes in the approved objectives or scope of the project, and (D) the recipient notifies the Federal awarding agency in writing with the supporting reasons at least 10 days before the expiration date specified in the award. This one-time extension may not be exercised merely for the purpose of using unobligated balances; or

(3) Carry forward unobligated balances to subsequent funding periods without prior Federal awarding agency approval.

(e) The Federal awarding agency may, at its option, restrict the transfer of funds among direct cost categories or programs, functions and activities for awards in which the Federal share of the project exceeds $100,000 and the cumulative amount of such transfers exceeds or is expected to exceed 10 percent of the total budget as last approved by the Federal awarding agency. No Federal awarding agency shall permit a transfer that would cause any Federal appropriation or part thereof to be used for purposes other than those consistent with the original intent of the appropriation.

(f) All other changes to nonconstruction budgets, except for the changes described in subparagraph (h), do not require prior approval.

(g) For construction awards, recipients shall request prior approval promptly from Federal awarding agencies for budget revisions whenever:

(1) The revision results from changes in the scope or the objective of the project or program,

(2) The need arises for additional Federal funds to complete the project, or

(3) A revision is desired which involves specific costs for which prior approval requirements may be imposed consistent with OMB Circulars Nos. A-21, "Cost Principles for Educational Institutions," or A-122, "Cost Principles for Non-Profit Organizations."

(4) No other prior approval requirements for specific items may be imposed unless a deviation has been approved by OMB.

(h) When a Federal awarding agency makes an award that provides support for both construction and nonconstruction work, the Federal awarding agency may require the recipient to request prior approval from the Federal awarding agency before making any fund or budget transfers between the two types of work supported.

(i) For both construction and nonconstruction awards, Federal awarding agencies shall require recipients to notify the Federal awarding agency promptly whenever the amount of Federal authorized funds is expected to exceed the needs of the recipient by more than $5000 or five percent of the Federal award, whichever is greater. This notification shall not be required if an application for additional funding is submitted for a continuing award.

(j) When requesting approval for budget revisions, recipients shall use the budget forms that were used in the application unless the Federal awarding agency indicates a letter of request suffices.

(k) Within 30 calendar days from the date of receipt of the request for budget revisions, Federal awarding agencies shall review the request and notify the recipient whether the budget revisions have been approved. If the revision is still under consideration at the end of 30 calendar days, the Federal awarding agency shall inform the recipient in writing of the date when the recipient may expect the decision.

____.27 Non-Federal audits.

(a) Subrecipients that are institutions of higher education or other non-profit organizations shall be subject to the audit requirements contained in OMB Circular No. A-133, "Audits of Institutions of Higher Education and Other Non-Profit Institutions."

(b) State and local government recipients shall be subject to the audit requirements contained in the Single Audit Act of 1984 (31 U.S.C. 7501-7) and Federal awarding agency regulations implementing OMB Circular No. A-128, "Audits of State and Local Governments."

(c) Hospitals not covered by the audit provisions of OMB Circular No. A-133 shall be subject to the audit requirements of the Federal awarding agencies.

____.28 Allowable costs. For each kind of organization, there is a set of Federal principles for determining allowable costs. Allowability of costs shall be determined in accordance with the cost principles applicable to the organizations incurring the costs. Thus, allowability of costs incurred by State, local or federally-recognized Indian tribal government is determined in accordance with the provisions of OMB Circular No. A-87, "Cost Principles for

State and Local Governments." The allowability of costs incurred by non-profit organizations is determined in accordance with the provisions of OMB Circular No. A-122, "Cost Principles for Non-Profit Organizations." The allowability of costs incurred by institutions of higher education is determined in accordance with the provisions of OMB Circular No. A-21, "Cost Principles for Educational Institutions." The allowability of costs incurred by hospitals is determined in accordance with the provisions of Appendix E of 45 CFR Part 74, "Principles for Determining Costs Applicable to Research and Development Under Grants and Contracts with Hospitals." The allowability of costs incurred by commercial organizations is determined in accordance with the provisions of the Federal Acquisition Regulation (FAR), Part 31.

____.29 Carryover balances. Where a funding period is specified, a recipient may charge to the grant only allowable costs resulting from obligations of the funding period unless: (1) carryover of unobligated balances is permitted, in which case the carryover balances may be charged for costs resulting from obligations of the previous funding period; or (2) pre-award costs were authorized by the awarding agency. When required by OMB, agencies shall gather data to identify to OMB the amounts of balances available for carryover into subsequent grant periods. This presentation shall detail the fiscal and programmatic (level of effort) impact in the following period.

____.30 Purpose of property standards. Paragraphs ____.30 through ____.39 set forth uniform standards governing management and disposition of property furnished by the Federal Government or whose cost was charged to a project supported by a Federal award. Federal awarding agencies shall require recipients to observe these standards under awards and shall not impose additional requirements, unless specifically required by Federal law. The recipient may use its own property management standards and procedures provided it observes the provisions of paragraphs ____.30 through ____.39.

____.31 Definitions.

(a) *Acquisition cost of equipment* means the net invoice price of the equipment, including the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the property usable for the purpose for which it was acquired. Other charges, such as the cost of installation, transportation, taxes, duty or protective in-transit insurance, shall be included or excluded from the unit acquisition cost in accordance with the recipient's regular accounting practices.

(b) *Equipment* means tangible nonexpendable personal property having a useful life of more than one year and an acquisition cost of $5000 or more per unit. A recipient may use its own definition of equipment provided that such definition would at least include all equipment criteria defined in paragraph ____.36.

(c) *Excess property* means property under the control of any Federal awarding agency that, as determined by the head thereof, is no longer required for its needs or the discharge of its responsibilities.

(d) *Exempt property* means tangible personal property acquired in whole or in part with Federal funds, and title to which is vested in the recipient without further obligation to the Federal Government, except as provided in paragraph ____.34. Such unconditional vesting of title is pursuant to any Federal legislation that provides the Federal awarding agency with adequate authority.

(e) *Intangible property and debt instruments* means, but is not limited to, trademarks, copyrights, patents and patent applications (except for a subject invention, as the term is used in 37 CFR Part 401, "Rights to Inventions Made by Non-Profit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements") and such property as loans, notes and other debt instruments, lease agreements, stock and other instruments of property ownership, whether considered tangible or intangible.

(f) *Personal property* means property of any kind except real property. It may be tangible, having physical existence, or intangible, having no physical existence, such as copyrights, patents, or securities.

(g) *Real property* means land, including land improvements, structures and appurtenances thereto, but excluding movable machinery and equipment.

(h) *Supplies and other expendable personal property* means all tangible personal property other than equipment.

(i) *Suspension* means an action by a Federal awarding agency that temporarily suspends Federal sponsorship under an award, pending corrective action by the recipient or pending a decision to terminate the award by the Federal agency. Suspension of an award is a separate action from suspension under agency regulations implementing E.O. 12549, "Debarment and Suspension."

(j) *Termination* means the cancellation of Federal sponsorship, in whole or in part, under an agreement at any time prior to the date of completion.

____.32 Insurance coverage. Recipients shall, at a minimum, provide the same insurance coverage as provided to other property owned by the recipient.

____.33 Real property. Each Federal awarding agency shall prescribe requirements for recipients concerning the use and disposition of real property acquired partly or wholly under awards. Unless otherwise provided by statute, such requirements, at a minimum, shall contain the following:

(a) Title to real property shall vest in the recipient subject to the condition that the recipient shall use the real property for the authorized purpose of the project as long as it is needed.

(b) The recipient shall obtain approval by the Federal awarding agency for the use of real property in other federally-sponsored projects when the recipient determines that the property is no longer needed for the purpose of the original project. Use in other projects shall be limited to those under federally-sponsored projects (i.e., awards) or programs that have purposes consistent with those authorized for support by the Federal awarding agency.

(c) When the real property is no longer needed as provided in subparagraphs (a) and (b), the recipient shall request disposition instructions from the Federal awarding agency or its successor Federal awarding agency. The Federal awarding agency shall observe the rules herein in the disposition instructions:

(1) The recipient may be permitted to retain title after it compensates the Federal Government in an amount computed by applying the Federal percentage of participation in the cost of the original project to the current fair market value of the property;

(2) The recipient may be directed to sell the property under guidelines provided by the Federal awarding agency and pay the Federal Government an amount computed by applying the Federal percentage of participation in the cost of the original project to the proceeds from sale (after deducting actual and reasonable selling and fix-up expenses, if any, from the sales proceeds). When the recipient is authorized or required to sell the property, proper sales procedures shall be established that provide for competition to the extent practicable and result in the highest possible return; or

(3) The recipient may be directed to transfer title to the property to the Federal Government or to an eligible third party provided that, in such cases, the recipient shall be entitled to compensation computed by applying the recipient's percentage of participation in the cost of the program or project to the current fair market value of the property.

____.34 Federally-owned and exempt property.

(a) Title to federally-owned property remains vested in the Federal Government. Recipients shall submit annually an inventory listing of federally-owned property in their custody to the Federal awarding agency. Upon completion of the award or when the property is no longer needed, the recipient shall report the property to the Federal awarding agency for further Federal agency utilization.

(b) If the Federal awarding agency has no further need for the property, it shall be declared excess and reported to the General Services Administration. Appropriate instructions shall be issued to the recipient by the Federal awarding agency.

(c) When statutory authority exists (e.g., 31 U.S.C. 6306, "Authority to Vest Title in Tangible Personal Property for Research"), title to nonexpendable personal property acquired with award funds, shall be vested in the recipient upon acquisition, unless it is determined that to do so is not in furtherance of the objectives of the Federal awarding agency. When title is vested in the recipient, the recipient shall have no other obligation or accountability to the Federal Government for its use or disposition, except as provided in subparagraph ____.36(e)(1)(iv).

____.35 Transfers of title or other interests in property to private parties. Notwithstanding any other provision of this Part, real property and assets subject to Executive Order 12803, "Infrastructure Privatization" (57 FR 19063, May 4, 1992), shall be transferred in accordance with the provisions of the Order.

____.36 Equipment.

(a) When equipment is acquired by a recipient with award funds, title shall not be taken by the Federal Government but shall vest in the recipient.

(b) The recipient shall use the property in the project or program for which it was acquired as long as needed, whether or not the project or program continues to be supported by Federal funds. When no longer needed for the original project or program, the recipient shall use the property in connection with its other federally-sponsored activities, in the following order of priority: (i) activities sponsored by the Federal awarding agency which funded the original project, then (ii) activities sponsored by other Federal agencies.

(c) During the time that non-exempt equipment is held for use on the project or program for which it was acquired, the recipient shall make it available for use on other projects or programs if such other use will not interfere with the work on the project or program for which the equipment was originally acquired. First preference for such other use shall be given to other projects or programs sponsored by the Federal awarding agency that financed the property; second preference shall be given to projects or programs sponsored by other Federal agencies. If the property is owned by the Federal Government, use on other activities not sponsored by the Federal Government shall be permissible if authorized by the Federal agency. User charges shall be treated as program income.

(d) The recipient's property management standards for equipment and government-furnished property shall include the following procedural requirements:

(1) Property records shall be maintained accurately and shall include the following information:

(i) A description of the property;

(ii) Manufacturer's serial number, model number, Federal stock number, national stock number, or other identification number;

(iii) Source of the property, including the award number;

(iv) Whether title vests in the recipient or the Federal Government;

(v) Acquisition date (or date received, if the property was furnished by the Federal Government) and cost;

(vi) Information from which one can calculate the percentage of Federal participation in the cost of the property (not applicable to property furnished by the Federal Government);

(vii) Location, use and condition of the property and the date the information was reported;

(viii) Unit acquisition cost;

(ix) Ultimate disposition data, including date of disposal and sales price or the method used to determine current fair market value where a recipient compensates the Federal awarding agency for its share.

(2) Property owned by the Federal Government shall be marked to indicate Federal ownership.

(3) A physical inventory of property shall be taken and the results reconciled with the property records at least once every two years. Any differences between quantities determined by the physical inspection and those shown in the accounting records shall be investigated to determine the causes of the difference. The recipient shall, in connection with the inventory, verify the existence, current utilization, and continued need for the property.

(4) A control system shall be in effect to insure adequate safeguards to prevent loss, damage, or theft of the property. Any loss, damage, or theft of nonexpendable property shall be investigated and fully documented; if the property was owned by the Federal Government, the recipient shall promptly notify the Federal awarding agency.

(5) Adequate maintenance procedures shall be implemented to keep the property in good condition.

(6) Where the recipient is authorized or required to sell the property, proper sales procedures shall be established which provide for competition to the extent practicable and result in the highest possible return.

(e) When the recipient no longer needs the property, the property may be used for other activities in accordance with the following standards:

(1) For equipment with a unit acquisition cost of $5000 or more, the recipient may retain the property for other uses provided that compensation is made to the original Federal awarding agency or its successor. The amount of compensation shall be computed by applying the percentage of Federal participation in the cost of the original project or program to the current fair market value of the property. If the recipient has no need for the property and the property has further use value, the recipient shall request disposition instructions from the Federal awarding agency. The Federal awarding agency shall determine whether the property can be used to meet the agency's requirements. If no requirement exists within that agency, the availability of the property shall be reported to the General Services Administration by the Federal awarding agency to determine whether a requirement for the property exists in other Federal agencies. The Federal awarding agency shall issue instructions to the recipient no later than 120 days after the recipient's request and the following procedures shall govern:

(i) If so instructed or if disposition instructions are not issued within 120 calendar days after the recipient's request, the recipient shall sell the property and reimburse the Federal awarding agency an amount computed by applying to the sales proceeds the percentage of Federal participation in

the cost of the original project or program. However, the recipient shall be permitted to deduct and retain from the Federal share $500 or ten percent of the proceeds, whichever is less, for the recipient's selling and handling expenses.

(ii) If the recipient is instructed to ship the property elsewhere, the recipient shall be reimbursed by the benefiting Federal awarding agency an amount which is computed by applying the percentage of the recipient's participation in the cost of the original project or program to the current fair market value of the property, plus any reasonable shipping or interim storage costs incurred.

(iii) If the recipient is instructed to otherwise dispose of the property, the recipient shall be reimbursed by the Federal awarding agency for such costs incurred in its disposition.

(iv) For items of equipment, the Federal awarding agency may reserve the right to transfer the title to the Federal Government or to a third party named by the Federal Government when such third party is otherwise eligible under existing statutes. Such transfer shall be subject to the following standards:

(A) The property shall be appropriately identified in the award or otherwise made known to the recipient in writing.

(B) The Federal awarding agency shall issue disposition instructions within 120 calendar days after the end of the Federal support of the project for which it was acquired. If the Federal awarding agency fails to issue disposition instructions within the 120 calendar day period, the recipient shall apply the standards of this paragraph, as appropriate.

(C) When the Federal awarding agency exercises its right to take title, the equipment shall be subject to the provisions for federally-owned equipment.

(D) When title is transferred either to the Federal Government or to a third party, the provisions of this paragraph shall be followed.

____.37 Supplies and other expendable property.

(a) Title to supplies and other expendable property shall vest in the recipient upon acquisition. If there is a residual unused inventory of such property exceeding $5000 in total aggregate value upon termination or completion of the award, and the property is not needed for any other federally-sponsored project or program, the recipient shall retain the property for use on non-Federal sponsored activities or sell it, but shall, in either case, compensate the Federal Government for its share. The amount of compensation shall be computed in the same manner as equipment.

(b) The recipient shall not use equipment acquired with Federal funds to provide services for a fee that is less than private companies charge for equivalent services, unless specifically authorized by Federal statute.

____.38 Intangible property.

(a) The recipient may copyright any work that is subject to copyright and was developed, or for which ownership was purchased, under an award. The Federal awarding agency(ies) reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use the work for Federal purposes, and to authorize others to do so.

(b) Recipients are subject to applicable regulations governing patents and inventions, including governmentwide regulations issued by the Department of Commerce at 37 CFR part 401, "Rights to Inventions Made by Non-Profit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements."

(c) Unless waived by the Federal awarding agency, the Federal Government has the right to:

(1) Obtain, reproduce, publish or otherwise use the data first produced under an award; and

(2) Authorize others to receive, reproduce, publish, or otherwise use such data.

(d) Title to intangible property and debt instruments acquired under an award or subaward vests upon acquisition in the recipient, respectively. The recipient shall use that property for the originally-authorized purpose, and the recipient shall not dispose of or encumber the intangible property and debt instruments. When no longer needed for the originally authorized purpose, disposition transfer of the intangible property shall occur in accordance with the provisions of subparagraph ____.36(e).

____.39 Property trust relationship. Real property, equipment, and intangible property and debt instruments that are acquired or improved with Federal funds shall be held in trust by the recipient as trustee for the beneficiaries of the project or program under which the property was acquired or improved. Agencies may require recipients to record liens or other appropriate notices of record to indicate that personal or real property has been acquired or improved with Federal funds and that use and disposition conditions apply to the property.

____.40 Purpose of procurement standards. Paragraphs ____.40 through ____.48 set forth standards for use by recipients in establishing procedures for the procurement of supplies and other expendable property, equipment, real property and other services with Federal funds. These standards are furnished to ensure that such materials and services are obtained in an effective manner and in compliance with the provisions of applicable Federal law and executive orders. No additional procurement standards or requirements shall be imposed by the Federal awarding agencies upon recipients, unless specifically required by Federal statute or executive order.

____.41 Recipient responsibilities. The standards contained in this paragraph do not relieve the recipient of the contractual responsibilities arising under its contract(s). The recipient is the responsible authority, without recourse to the Federal awarding agency, regarding the settlement and satisfaction of all contractual and administrative issues arising out of procurement entered into in support of an award or other agreement. This includes disputes, claims, protests of award, source evaluation or other matters of a contractual nature. Matters concerning violation of law are to be referred to such Federal, State or local authority as may have proper jurisdiction.

____.42 Codes of conduct. The recipient shall maintain written standards of conduct governing the performance of its employees engaged in the award and administration of contracts. No employee, officer, or agent shall participate in the selection or in the award or administration of a contract supported by Federal funds if a real or apparent conflict of interest would be involved. Such a conflict would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or other interest in the firm selected for an award. The officers, employees, and agents of the recipient shall neither solicit nor accept gratuities, favors, or anything of monetary value from contractors, or parties to subagreements. However, recipients may set standards governing when the financial interest is not substantial or the gift is an unsolicited item of nominal value. The standards of conduct shall provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents of the recipient.

____.43 Competition. All procurement transactions shall be conducted in a manner to provide, to the maximum extent practical, open and free competition. The recipient shall be alert to organizational conflicts of interest or noncompetitive practices among contractors that may restrict or eliminate competition or otherwise restrain trade. In order to ensure objective contractor performance and eliminate unfair competitive advantage, contractors that develop or draft specifications, requirements, statements of work, invitations for bids and/or requests for proposals shall be excluded from competing for such procurements. Awards shall be made to the bidder or offeror whose bid or offer is responsive to the solicitation and is most advantageous to the recipient, price, quality and other factors considered. Solicitations shall clearly set forth all requirements that the bidder or offeror shall fulfill in order for his bid or offer to be evaluated by the recipient. Any and all bids or offers may be rejected when it is in the recipient's interest to do so.

____.44 Procurement procedures.

(a) All recipients shall establish written procurement procedures that provide for, as a minimum, the following procedural requirements:

(1) Proposed procurement actions shall follow a procedure to avoid purchasing unnecessary or duplicative items. Where appropriate, an analysis shall be made of lease and purchase alternatives to determine which would be the most economical and practical procurement.

(2) Solicitations for goods and services shall be based upon a clear and accurate description of the technical requirements for the material, product or service to be procured. In competitive procurements, such a description shall not contain features which unduly restrict competition. "Brand name or equal" descriptions may be used as a means to define the performance or other salient requirements of a procurement, and, when so used, the specific features of the named brand which shall be met by bidders or offerors shall be clearly specified.

(3) Whenever practicable, descriptions of technical requirements shall be stated in terms of functions to be performed or performance required, including the range of acceptable characteristics or of the minimum acceptable standards. Although not preferred, "brand name or equal" descriptions may be used as a means to define the performance or their salient requirements of a procurement. When so used, the specific features of the named brand that bidders or offerors are required to meet shall be clearly specified.

(4) To the extent practicable and economically feasible, products and services dimensioned in the metric system of measurement shall be accepted without prejudice, and acquisition planning shall consider metric requirements.

(5) Products and services acquired by recipients should be environmentally sound and energy efficient. To the extent practicable and economically feasible, recipients shall give preference to acquiring products and services that conserve natural resources and protect the environment.

(b) Positive efforts shall be made by recipients to utilize small businesses, minority-owned firms, and women's business enterprises whenever possible. Recipients of Federal awards shall take the following steps to further this goal:

(1) Ensure that small businesses, minority-owned firms, and women's business enterprises are used to the fullest extent practicable;

(2) Make information on forthcoming opportunities available and arrange time frames for purchases and contracts to encourage and facilitate participation by small businesses, minority-owned firms, and women's business enterprises;

(3) Consider in the contract process whether firms competing for larger contracts intend to subcontract with small businesses, minority-owned firms, and women's business enterprises;

(4) Encourage contracting with consortiums of small businesses, minority-owned businesses, and women's business enterprises when a contract is too large for one of these firms to handle individually; and

(5) Use the services and assistance, as appropriate, of such organizations as the Small Business Administration and the Department of Commerce's Minority Business Development Agency in the solicitation and utilization of small businesses, minority-owned business enterprises, and women's business enterprises.

(c) The type of procuring instruments used, e.g., fixed price contracts, cost reimbursable contracts, purchase orders, incentive contracts, shall be determined by the recipient but shall be appropriate for the particular procurement and for promoting the best interest of the program involved. The "cost-plus-a-percentage-of-cost" or "percentage of construction cost" methods of contracting shall not be used.

(d) Contracts shall be made only with responsible contractors who possess the potential ability to perform successfully under the terms and conditions of the proposed procurement. Consideration shall be given to such matters as contractor integrity, record of past performance, financial and technical resources or accessibility to other necessary resources. In certain circumstances, contracts with certain parties are restricted by agencies' implementation of E.O. 12549, Debarment and Suspension.

(e) Recipients shall, on request, make available for the Federal awarding agency pre-award review and procurement documents, such as request for proposals or invitations for bids, independent cost estimates, etc., when any of the following conditions listed apply:

(1) A recipient's procurement procedures or operation fails to comply with the procurement standards in this subpart;

(2) The procurement is expected to exceed the small purchase threshold fixed at 41 U.S.C. 403(11) (currently $25,000) and is to be awarded without competition or only one bid or offer is received in response to a solicitation;

(3) The procurement, which is expected to exceed the small purchase threshold, specifies a "brand name" product;

(4) The proposed award over the small purchase threshold is to be awarded to other than the apparent low bidder under a sealed bid procurement; or

(5) A proposed contract modification changes the scope of a contract or increases the contract amount by more than the amount of the small purchase threshold.

____.45 Cost and price analysis. Some form of price or cost analysis shall be made in connection with every procurement action. Price analysis may be accomplished in various ways, including the comparison of price quotations submitted, market prices and similar indicia, together with discounts. Cost analysis is the review and evaluation of each element of cost to determine reasonableness, allocability and allowability.

____.46 Procurement records. Procurement records and files for purchases in excess of the small purchase threshold shall include the following at a minimum: (a) basis for contractor selection, (b) justification for lack of competition when competitive bids or offers are not obtained, and (c) basis for award cost or price.

____.47 Contract administration. A system for contract administration shall be maintained to ensure contractor conformance with the terms, conditions and specifications of the contract and to ensure adequate and timely follow up of

all purchases. Recipients shall evaluate contractor performance and document, as appropriate, whether contractors have met the terms, conditions and specifications of the contract.

____.48 Contract provisions. The recipient shall include, in addition to provisions to define a sound and complete agreement, the following provisions in all contracts. These provisions shall also be applied to subcontracts:

(a) Contracts in excess of the small purchase threshold shall contain contractual provisions or conditions that allow for administrative, contractual, or legal remedies in instances in which a contractor violates or breaches the contract terms, and provide for such remedial actions as may be appropriate.

(b) All contracts in excess of the small purchase threshold shall contain suitable provisions for termination by the recipient, including the manner by which termination shall be effected and the basis for settlement. In addition, such contracts shall describe conditions under which the contract may be terminated for default as well as conditions where the contract may be terminated because of circumstances beyond the control of the contractor.

(c) Except as otherwise required by law, an award that requires the contracting (or subcontracting) for construction or facility improvements shall provide for the recipient to follow its own requirements relating to bid guarantees, performance bonds, and payment bonds unless the construction contract or subcontract exceeds $100,000. For those contracts or subcontracts exceeding $100,000, the Federal awarding agency may accept the bonding policy and requirements of the recipient, provided the Federal awarding agency has made a determination that the Federal Government's interest is adequately protected. If such a determination has not been made, the minimum requirements shall be as follows:

(1) A bid guarantee from each bidder equivalent to five percent of the bid price. The "bid guarantee" shall consist of a firm commitment such as a bid bond, certified check, or other negotiable instrument accompanying a bid as assurance that the bidder shall, upon acceptance of his bid, execute such contractual documents as may be required within the time specified.

(2) A performance bond on the part of the contractor for 100 percent of the contract price. A "performance bond" is one executed in connection with a contract to secure fulfillment of all the contractor's obligations under such contract.

(3) A payment bond on the part of the contractor for 100 percent of the contract price. A "payment bond" is one executed in connection with a contract to assure payment as required by law of all persons supplying labor and material in the execution of the work provided for in the contract.

(4) Where bonds are required in the situations described herein, the bonds shall be obtained from companies holding certificates of authority as acceptable sureties pursuant to 31 C.F.R. 223, Surety Companies Doing Business with the United States.

(d) All negotiated contracts (except those for less than the small purchase threshold) awarded by recipients shall include a provision to the effect that the recipient, the Federal agency, the Comptroller General of the United States, or any of their duly authorized representatives, shall have access to any books, documents, papers and records of the contractor which are directly pertinent to a specific program for the purpose of making audits, examinations, excerpts and transcriptions.

(e) All contracts, including small purchases, awarded by recipients and their contractors or subrecipients shall comply with the provisions of Appendix A to this Part, as applicable.

____.50 Purpose of reports and records. Paragraphs ____.50 through ____.53 set forth the procedures for monitoring and reporting on the recipient's financial and program performance and promulgates the necessary standard reporting forms. They also set forth record retention requirements.

____.51 Monitoring and reporting program performance.

(a) Recipients are responsible for managing the operations of activities carrying out awards and monitoring subaward activities. Recipient monitoring shall cover each program, function or activity supported by the award. Recipients shall monitor subawards to ensure subrecipients have met the audit requirements of OMB Circular No. A-133, "Audits of Institutions of Higher Education and other Non-Profit Institutions," and Circular No. A-128, "Audits of State and Local Governments," as applicable.

(b) The Federal awarding agency shall prescribe the frequency with which the performance reports shall be submitted. Except as provided in subparagraph ____.51 (f), performance reports shall not be required more frequently than quarterly or, generally, less frequently than annually.

(c) Where inappropriate, a final technical or performance report shall not be required after completion of the project.

(d) When required, performance reports shall contain, for each award, brief information on the following:

(1) A comparison of actual accomplishments with the goals and objectives established for the period, the findings of the investigator, or both. Whenever appropriate and the output of programs or projects can be readily quantified, such quantitative data should be related to cost data for computation of unit costs.

(2) Reasons why established goals were not met, if appropriate.

(3) Other pertinent information including, when appropriate, analysis and explanation of cost overruns or high unit costs.

(e) Recipients shall not be required to submit more than the original and two copies of performance reports.

(f) Recipients shall notify the Federal awarding agency of developments that have a significant impact on the award-supported activities. Also, notification shall be given in the case of problems, delays, or adverse conditions which materially impair the ability to meet the objectives of the award. This notification shall include a statement of the action taken or contemplated, and any assistance needed to resolve the situation.

(g) Federal awarding agencies may make site visits, as needed.

(h) Federal awarding agencies shall comply with clearance requirements of 5 C.F.R. Part 1320, "Controlling Paperwork Burdens on the Public," when requesting performance data from recipients.

____.52 Financial reporting.

(a) Only the following forms are authorized for obtaining financial information from recipients:

(1) SF-269 or 269A, Financial Status Report.

(i) Each Federal awarding agency shall require recipients to use the SF-269 or 269A to report the status of funds for all nonconstruction projects or programs. A Federal awarding agency may, however, have the option of not requiring the SF-269 or 269A when the SF-270, Request for Advance or Reimbursement, or SF-272, Report of Federal Cash Transactions, is determined to provide adequate information to meet its needs, except that a final SF-269 or 269A shall be required at the completion of the project when the SF-270 is used only for advances.

(ii) The Federal awarding agency shall prescribe whether the report shall be on a cash or accrual basis. If the Federal awarding agency requires accrual

information and the recipient's accounting records are not normally kept on the accrual basis, the recipient shall not be required to convert its accounting system, but shall develop such accrual information through best estimates based on an analysis of the documentation on hand.

(iii) The Federal awarding agency shall determine the frequency of the Financial Status Report for each project or program, considering the size and complexity of the particular project or program. However, the report shall not be required more frequently than quarterly or less frequently than annually. A final report shall be required at the completion of the agreement.

(iv) Federal awarding agencies shall require recipients to submit the SF–269 or 269A (an original and no more than two copies) no later than 30 days after the end of each specified reporting period for quarterly and semi-annual reports, and 90 days for annual and final reports. Extensions of reporting due dates may be approved by the Federal awarding agency upon request of the recipient.

(2) SF–272, Report of Federal Cash Transactions.

(i) When funds are advanced to recipients through electronic funds transfer, Federal awarding agencies shall require each recipient to submit the SF–272 and, when necessary, its continuation sheet, SF–272a. The Federal awarding agency shall use this report to monitor cash advanced to recipients and to obtain disbursement information for each agreement with the recipients.

(ii) Federal awarding agencies may require forecasts of Federal cash requirements in the "Remarks" section of the report.

(iii) When practical and deemed necessary, Federal awarding agencies may require recipients to report in the "Remarks" section the amount of cash advances in excess of three days requirements in the hands of subrecipients. Recipients shall provide short narrative explanations of actions taken by the recipients to reduce the excess balances.

(iv) Recipients shall be required to submit not more than the original and two copies of the SF–272 15 working days following the end of each quarter. The Federal awarding agencies may require a monthly report from those recipients receiving advances totaling $1 million or more per year.

(v) Federal awarding agencies may waive the requirement for submission of the SF–272 when monthly advances do not exceed $25,000 per recipient, provided that such advances are monitored through other forms contained in this paragraph or if, in the Federal awarding agency's opinion, the recipient's accounting controls are adequate to minimize excessive Federal advances.

(b) When the Federal awarding agencies need additional information or more frequent reports, the following shall be observed:

(1) When additional information is needed to comply with legislative requirements, Federal awarding agencies shall issue instructions to require recipients to submit such information under the "Remarks" section of the reports.

(2) When a Federal awarding agency determines that a recipient's accounting system does not meet the standards in paragraph ____.21, additional pertinent information to further monitor awards may be obtained upon written notice to the recipient until such time as the system is brought up to standard.

(3) The Federal awarding agency in obtaining information, as provided in subparagraphs ____.52(b)(1) and ____.52(b)(2), shall comply with report clearance requirements of 5 C.F.R. Part 1320.

(c) Federal awarding agencies are encouraged to shade out any line item on any report if not necessary.

(d) Federal awarding agencies shall accept the identical information from the recipients in machine readable format or computer printouts in lieu of prescribed formats.

(e) Federal awarding agencies may provide computer outputs to recipients when it expedites or contributes to the accuracy of reporting.

____.53 Retention and access requirements for records.

(a) This paragraph sets forth requirements for record retention and access to records for awards to recipients. Federal awarding agencies shall not impose any other record retention or access requirements upon recipients and subrecipients.

(b) Financial records, supporting documents, statistical records, and all other records pertinent to an award shall be retained for a period of three years from the date of submission of the final expenditure report or, for awards that are renewed quarterly or annually, from the date of the submission of the quarterly or annual financial report, as authorized by the Federal awarding agency. The only exceptions are as follows:

(1) If any litigation, claim, or audit is started before the expiration of the 3-year period, the records shall be retained until all litigation, claims or audit findings involving the records have been resolved.

(2) Records for real property and equipment acquired with Federal funds shall be retained for 3 years after final disposition.

(3) When records are transferred to or maintained by the Federal agency, the 3-year retention requirement is not applicable to the recipient.

(c) Copies of original records may be substituted for the original records if authorized by the Federal agency.

(d) The Federal awarding agency shall request transfer of certain records to its custody from recipients when it determines that the records possess long-term retention value. However, in order to avoid duplicate recordkeeping, a Federal awarding agency may make arrangements for recipients to retain any records that are continuously needed for joint use.

(e) The Federal awarding agency, including the Inspector General, Comptroller General of the United States, or any of their duly authorized representatives, have the right of timely and unrestricted access to any books, documents, papers, or other records of recipients that are pertinent to the awards, in order to make audits, examinations, excerpts, transcripts and copies of such documents. This right also includes timely and reasonable access to a recipient's personnel for the purpose of interview and discussion related to such documents. The rights of access in this paragraph are not limited to the required retention period, but shall last as long as records are retained.

(f) Unless required by law, no Federal awarding agency shall place restrictions on recipients that limit public access to the records of recipients that are pertinent to an award, except when the Federal awarding agency can demonstrate that such records shall be kept confidential and would have been exempted from disclosure pursuant to the Freedom of Information Act (5 U.S.C. 552) if the records had belonged to the Federal agency.

____.60 Purpose of termination and enforcement. Paragraphs ____.60 and ____.61 set forth uniform suspension and termination procedures for awards to recipients and subrecipients.

____.61 Termination and enforcement.

(a) Federal awarding agencies shall provide procedures to be followed when a recipient has failed to comply with the terms and conditions of an award. When that occurs, the Federal awarding agency may, on reasonable notice to the recipient, suspend the award, withhold

further payments, or prohibit the recipient from incurring additional obligations of funds, pending corrective action by the recipient, or a decision to terminate. The Federal awarding agency shall allow all necessary and proper costs that the recipient could not reasonably avoid during the period of suspension, provided that the costs meet the provisions of the applicable Federal cost principles.

(b) Federal awarding agencies shall provide for the systematic settlement of terminated awards including the following:

(1) The Federal awarding agency may terminate any award in whole or in part at any time before the date of completion, whenever it is determined that the recipient has failed to comply with the terms and conditions of an award. The Federal awarding agency shall promptly notify the recipient in writing of the determination and the reasons for the termination together with the effective date. Payments made to recipients or recoveries by Federal awarding agencies under awards so terminated shall be in accordance with the legal rights and liabilities of the parties.

(2) The Federal awarding agency or recipient may terminate awards in whole or in part when both parties agree that the continuation of the project would not produce beneficial results commensurate with the further expenditure of funds. The two parties shall agree upon the termination conditions, including the effective date and, in the case of a partial termination, the portion to be terminated. However, if the awarding agency determines in the case of a partial termination that the reduced or modified portion of the award will not accomplish the purposes for which the award was made, it may terminate the award in its entirety under either subparagraphs ____.61 (b)(1) or ____.61 (b)(2). The recipient shall not incur new obligations for the terminated portion after the effective date and shall cancel as many outstanding obligations as possible. The Federal awarding agency shall allow full credit to the recipient for the Federal share of the noncancellable obligations, properly incurred by the recipient prior to termination.

(3) If costs are allowed under an award, the responsibilities of the recipient referred to in paragraph ____.72, including those for property management as applicable, shall be considered in the termination of the award, and provision shall be made for continuing responsibilities of the recipient after termination, as appropriate.

Subpart D—After Award Requirements

____.70 Purpose. Paragraphs ____.70 through ____.74 contain closeout procedures and other procedures for subsequent disallowments and adjustments.

____.71 Definitions.

(a) *Closeout* means the process by which a Federal awarding agency determines that all applicable administrative actions and all required work of the award have been completed by the recipient and Federal agency.

(b) *Date of completion* means the date on which all work under an award is completed or the date on the award document, or any supplement or amendment thereto, on which Federal sponsorship ends.

(c) *Disallowed* costs means those charges to an award that the Federal awarding agency determines to be unallowable, in accordance with the applicable Federal cost principles or other terms and conditions contained in the award.

____.72 Closeout procedures.

(a) The Federal awarding agency shall obtain from the recipient within 90 calendar days after the date of completion of the award all financial, performance, and other reports as required by the terms and conditions of the award. The Federal awarding agency may grant extensions when requested by the recipient.

(b) Unless the Federal awarding agency authorizes an extension, a recipient shall liquidate all obligations incurred under the award not later than 90 days after the funding period or the date of completion as specified in the award or in agency regulations.

(c) The Federal awarding agency shall make prompt payments to a recipient for allowable reimbursable costs under the award being closed out.

(d) The recipient shall promptly refund any balances of unobligated cash that the Federal awarding agency has advanced or paid and that is not authorized to be retained by the recipient for use in other projects. OMB Circular No. A–129, "Managing Federal Credit Programs," governs unreturned amounts that become delinquent debts.

(e) When authorized by the terms and conditions of the award, the Federal awarding agency shall make a settlement for any upward or downward adjustments to the Federal share of costs after these reports are received.

(f) The recipient shall account for any property acquired with Federal funds or received from the Federal Government in accordance with paragraphs ____.30 to ____.39.

(g) In the event a final audit has not been performed prior to the closeout of an award, the Federal awarding agency shall retain the right to recover an appropriate amount after fully considering the recommendations on disallowed costs resulting from the final audit.

____.73 Subsequent adjustments and continuing responsibilities.

(a) The closeout of an award does not affect:

(1) The right of the Federal awarding agency to disallow costs and recover funds on the basis of a later audit or other review;

(2) The obligation of the recipient to return any funds due as a result of later refunds, corrections, or other transactions;

(3) Audit requirements in paragraph ____.27;

(4) Property management requirements in paragraphs ____.332–39;

(5) Records retention as required in paragraph ____.53;

(b) After closeout of an award, a relationship created under an award may be modified or ended in whole or in part with the consent of the Federal awarding agency and the recipient, provided the responsibilities of the recipient referred to in subparagraph ____.73(a), including those for property management as applicable, are considered and provisions made for continuing responsibilities of the recipient, as appropriate.

____.74 Collections of amounts due.

(a) Any funds paid to a recipient in excess of the amount to which the recipient is finally determined to be entitled under the terms and conditions of the award constitute a debt to the Federal Government. If not paid within a reasonable period after the demand for payment, the Federal awarding agency may reduce the debt by:

(1) Making an administrative offset against other requests for reimbursements,

(2) Withholding advance payments otherwise due to the recipient, or

(3) Taking other action permitted by law.

(b) Except where otherwise provided by statutes or regulations, the Federal awarding agency shall charge interest on an overdue debt in accordance with the Federal Claims Collection Standards (4 CFR Ch. II).

Appendix A—Contract Provisions

All contracts, awarded by a recipient including small purchases, shall contain the following provisions as applicable:

1. *Equal Employment Opportunity*—All contracts shall contain a provision requiring

compliance with Executive Order 11246, "Equal Employment Opportunity," as amended by Executive Order 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and as supplemented by Department of Labor regulations (41 CFR part 60).

2. *Copeland "Anti-Kickback" Act (18 U.S.C. 874)*—All contracts and subgrants in excess of $2000 for construction or repair awarded by recipients and subrecipients shall include a provision for compliance with the Copeland "Anti-Kickback" Act (18 U.S.C. 874), as supplemented by Department of Labor regulations (29 CFR part 3). The Act provides that each contractor or subrecipient shall be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he is otherwise entitled. The recipient shall report all suspected or reported violations to the Federal awarding agency.

3. *Davis-Bacon Act, as amended (40 U.S.C. 276a to a–7)*—When required by Federal program legislation, all construction contracts awarded by the recipients and subrecipients of more than $2000 shall include a provision for compliance with the Davis-Bacon Act (40 U.S.C. 276a to a–7) and as supplemented by Department of Labor regulations (29 CFR part 5). Under this Act, contractors shall be required to pay wages to laborers and mechanics at a rate not less than the minimum wages specified in a wage determination made by the Secretary of Labor. In addition, contractors shall be required to pay wages not less than once a week. The recipient shall place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation and the award of a contract shall be conditioned upon the acceptance of the wage determination. The recipient shall report all suspected or reported violations to the Federal awarding agency.

4. *Contract Work Hours and Safety Standards Act (40 U.S.C. 327–333)*—Where applicable, all contracts awarded by recipients in excess of $2000 for construction contracts and in excess of $2500 for other contracts that involve the employment of mechanics or laborers shall include a provision for compliance with sections 102 and 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 327–333), as supplemented by Department of Labor regulations (29 CFR part 5). Under section 102 of the Act, each contractor shall be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than 1½ times the basic rate of pay for all hours worked in excess of 40 hours in the work week. Section 107 of the Act is applicable to construction work and provides that no laborer or mechanic shall be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous to his health and safety and health standards promulgated by the Secretary of Labor. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence.

5. *Rights to Inventions Made Under a Contract or Agreement*—Contracts or agreements for the performance of experimental, developmental, or research work shall provide for the rights of the Federal Government and the recipient in any resulting invention in accordance with 37 CFR part 401, "Rights to Invention Made by Non-Profit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements," and any implementing regulations issued by the awarding agency.

6. *Clean Air Act (42 U.S.C. 7401 et seq.) and the Federal Water Pollution Control Act (33 U.S.C. 1251 et seq.), as amended*—Contracts and subgrants of amounts in excess of $100,000 shall contain a provision that requires the recipient to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401 et seq.) and the Federal Water Pollution Control Act as amended (33 U.S.C. 1251 et seq.). Violations shall be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA).

7. *Anti-Lobbying (31 U.S.C. 1352)*—Contractors who apply or bid for an award of $100,000 or more shall file a certification with the recipient stating that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Such contractors shall also disclose any lobbying that takes place in connection with obtaining any Federal award.

8. *Debarment and Suspension (E.O. 12549)*—No contracts shall be made to parties listed on the General Services Administration's List of Parties Excluded from Federal Procurement or Nonprocurement Programs in accordance with Executive Order 12549, "Debarment and Suspension." This list contains the names of parties debarred, suspended, or otherwise excluded by agencies, and contractors declared ineligible under statutory or regulatory authority other than Executive Order 12549.

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Part IV

Department of Labor

Mine Safety and Health Administration

30 CFR Parts 18 and 75

Electric Motor-Driven Mine Equipment and Accessories and High-Voltage Longwall Equipment Standards for Underground Coal Mines; Proposed Rule

DEPARTMENT OF LABOR

Mine Safety and Health Administration

30 CFR Part 18

Electric Motor-Driven Mine Equipment and Accessories; High-Voltage Longwalls

AGENCY: Mine Safety and Health Administration, Labor.

ACTION: Proposed rule.

SUMMARY: This proposed rule would address the Mine Safety and Health Administration's (MSHA) approval requirements for electric motor-driven mine equipment and accessories. Specifically, the proposal would add approval requirements in 30 CFR part 18 for high-voltage electrical equipment operated in longwall faces areas of underground mines. These additional requirements would update the existing part 18 provisions consistent with advances in mining technology and would reduce paperwork requirements where possible.

DATES: All comments and information should be submitted by October 26, 1992.

ADDRESSES: Send comments to Patricia W. Silvey, Director, Office of Standards, Regulations and Variances, MSHA, 4015 Wilson Boulevard, Arlington, Virginia 22203.

FOR FURTHER INFORMATION CONTACT: Patricia W. Silvey, Director, Office of Standards, Regulations and Variances, MSHA (703) 235–1910.

SUPPLEMENTARY INFORMATION:

I. Paperwork Reduction Act

Manufacturers seeking approval for longwall equipment would continue to be required to submit applications for approval including related drawings, drawing lists, specifications, wiring diagrams, and descriptions. However, the paperwork burden for this application process is included in existing § 18.6 which is approved under OMB control number 1219–0066.

II. Background

The Mine Safety and Health Administration (MSHA) is proposing to revise its existing part 18 electric motor-driven mine equipment and accessories approval requirements by adding specific requirements for high-voltage longwall equipment in underground mines. These revisions are proposed pursuant to section 508 of the Federal Mine Safety and Health Act of 1977, (30 U.S.C. 957).

This high-voltage longwall approval proposal is being published in conjunction with proposed part 75 safety standards regarding high-voltage longwall equipment. Some elements of both proposals were contained in electrical proposal for part 75 which was published on December 4, 1989 (54 FR 50062). The new part 75 proposal would provide maintenance, installation, and use requirements for high-voltage longwalls in underground coal mines. The new part 18 proposal would provide for additional high-voltage specifications that must be met in order for the manufacturer to obtain MSHA approval of high-voltage longwall equipment.

III. Discussion of Proposed Rule

A. General Discussion

The design of safe high-voltage electric equipment has improved dramatically in recent years. It is practical to build a high-voltage longwall system that is both efficient and safe. This proposal would provide improved design requirements for longwall equipment in part 18 consistent with existing requirements in part 18. The safety criteria supporting this proposal are based on research conducted over the past 18 years.

In 1974, the Mining Enforcement and Safety Administration (MESA) received a request for approval of a tunnel boring machine incorporating a 7200/480 volt transformer. At that time, the Agency was concerned that the explosion-proof enclosure housing the transformer would not withstand the internal pressure generated by a short circuit phase-to-phase fault. Tests designed to determine if the enclosure would maintain its integrity during a short circuit fault were conducted on the enclosure at the Westinghouse High Power Laboratory. During one of the tests, the enclosure lid sustained a permanent distortion of approximately three inches and fire was observed coming from the joint between the lid and the case. Testing was repeated with a new enclosure lid. Five bolts on a side cover plate broke and the plate sustained a permanent distortion.

In 1976, tests were conducted on a redesignated transformer enclosure with current-limiting fuses incorporated to limit the energy during a fault. The enclosure contained the fault with no detectable distortion.

Under the provisions of 30 CFR 18.82, an experimental permit incorporating conditions of use was issued after successful completion of further tests. One of the conditions of use required current-limiting fuses in each phase of the circuit supplying power to the enclosure housing the high voltage transformer.

Several years later the Department of Energy issued a contract to evaluate high-voltage permissible load centers. The responsibility of the research was later transferred to the U.S. Bureau of Mines (BOM). There were four major phases of the program: (1) A comprehensive industry survey, literature search and state-of-the-art review; (2) development of a high energy arc testing program; (3) development of a recommended permissible loadcenter approval criteria; and (4) design, construction and testing of a high-voltage permissible loadcenter.

Under a BOM research contract, a test program was conducted to evaluate the pressure rise caused by a high-energy fault with and without a simultaneous methane-air explosion inside an enclosure. Based upon this research, a recommended set of criteria for approval of high-voltage permissible loadcenters was developed.

MSHA concluded that several refinements were needed to the recommended approval criteria. MSHA also decided that the criteria should be expanded to include design and testing requirements used in evaluating equipment that contain on-board high-voltage switchgear. The work carried out in these contracts lasted from about 1980 to 1986.

Near the completion time of this research, MSHA evaluated equipment incorporating on-board switching of high-voltage circuits. Based on the completed research and the use of vacuum contactors, this equipment was granted experimental permits under § 18.82 for an initial period of 6 months.

The first MSHA experimental permit for high-voltage on-board switching was granted for a 2400 volt longwall system in July, 1985. Ten additional 2400 volt longwall systems and two 4160 volt continuous (boring) miners received permits enabling operation of on-board switching. The longwall systems were located in underground mines; the continuous miners were in trona mines. MSHA conducted follow-up inspections on five high-voltage machines and systems operating under experimental permits as a part of its internal research relating to explosion-proof enclosures which contain high-voltage switching. Based upon these experiences, comments and input obtained from the mining community, experimental work at the Canadian Explosive Atmospheres Laboratory and the BOM, and MSHA engineering reports, MSHA developed an approval criteria for high-voltage

equipment incorporating on-board switching of high-voltage circuitry.

The developed criteria was applied to high-voltage longwalls through § 18.47(d)(6) which provides for recognition of improved technology. Using these criteria, MSHA has issued more than 40 approvals to permissible equipment incorporating on-board switching of high-voltage circuitry. These approvals include the conversion of the experimental permits that were issued originally to approvals. MSHA is proposing in this rulemaking action to revise part 18 to incorporate these criteria.

This proposal addresses only those areas where MSHA believes specific additions to part 18 are necessary for the approval of high voltage longwalls. Where the existing requirements of part 18 can address this equipment, those sections have not been modified. Examples of these types of requirements are for the general construction requirements of the enclosures and the short circuit and overload protection to be provided. The overload and short circuit protective device settings, while not specifically identified in the present requirements would continue to be evaluated as to their adequacy as has been done under the present policy.

The main concerns addressed in this proposal can be summarized into four areas: (1) Prevention of a high-voltage arc from occurring; (2) prevention of the resulting heat or flame from igniting a methane-air mixture surrounding the machine, if an arc or methane explosion occurred; (3) prevention of enclosure failure from an increased pressure rise, if an arc or methane explosion occurred within the explosion-proof enclosure; and (4) personnel protection for miners working in or around the high-voltage equipment. The proposal would address these concerns as discussed in the following section-by-section discussion.

B. Section-By-Section Discussion

Section 18.53 High-Voltage Longwall Mining Systems (Nameplate Ratings From 1001 Volts Through 4160 Volts)

Paragraph (a) would require the separation of compartments containing low and medium voltage circuits from those with high voltage circuits in each motor starter enclosure by location, partitions or barriers. Barriers and partitions would be specified to be constructed of grounded metal or non-conductive insulating board. The separation of high voltage circuits from low and medium voltage circuits should prevent inadvertent contact with high voltage conductors by personnel during trouble shooting of low and medium voltage circuits.

Compliance with this section would result in the components within each enclosure being segregated into separate compartments by the classification of their function. The installation of the barriers and partitions would provide for the separation of components in each motor-starter enclosure within a control and communication, motor contractor, or disconnect device compartment. Since complete separation of voltage classifications is not possible with barriers or partitions where both high and medium or low voltage circuits are connected to a component or device, that component would be located in the motor contractor or disconnect device compartment. The low or medium voltage circuits used to operate or monitor components or devices located in the motor contractor or disconnect device compartment would be separated as much as possible by routing and location within these enclosures.

Paragraph (b) would require cover interlocks to be installed on the cover of any compartment containing high-voltage components of a motor starter enclosure. These interlock switches would assure that personnel entering enclosures would be protected from accidental contact with energized circuits should the wrong circuit be disconnected. This paragraph would further specify that a minimum of two interlocks per cover be required if switches of the plunger-operated type are used to meet this requirement. These two switches, which rely on movement of a shaft to operate, would be required to be wired into the circuitry so that operation of either switch would deenergize the high voltage circuits. This provision would be consistent with existing MSHA policy that has required the installation of a second switch as a back-up on the high voltage longwalls that have been approved using plunger-operated switches for cover interlocks. This policy is based on MSHA's experience in follow-up inspections of high voltage equipment operating under experimental permits with plunger-operated switches. These inspections have shown that this type of switch may stick and not operate effectively after exposure to the mine environment. The Agency believes that a second switch coupled with required maintenance would provide the necessary protection to ensure that the high-voltage circuits are deenergized whenever a cover is removed.

Paragraph (c) would stipulate that circuit interrupting devices be designed and installed to prevent automatic reclosure. Automatic reclosing of circuit breakers has the potential of placing personnel in hazardous situations due to unanticipated reenergization of the circuit.

Paragraph (d) would specify that control transformers have electrostatic (Faraday) shielding, grounded by at least a #12 AWG grounding conductor, incorporated between the primary and secondary windings. The Faraday shielding provides electrical isolation between the high voltage primary and low voltage secondary windings of these transformers. Faraday shielding of control transformers assures that transients occurring on the primary circuit are not transferred to the secondary circuit.

Paragraph (d) would also provide for the secondary nominal voltage of the control transformer to be no more than 120 volts, line-to-line. This provision is consistent with the existing policy interpretation of part 18 control voltage limitations under § 18.47.

Paragraph (e) would require test circuits to be provided to verify the integrity and proper operation of the ground wire monitors and ground fault protective devices. Providing test circuits for ground wire monitors and ground fault circuits would assure that the protective devices in these circuits could be tested frequently in a manner that minimizes the personnel hazards of conducting the tests. Providing these test circuits incorporated in the longwall circuitry would eliminate the need to test these protective devices by other means that could place personnel in close proximity to exposed energized conductors.

Paragraph (f) would require each longwall motor starter enclosure, with the exception of a controller on a shearer, to be equipped with a disconnect device (isolator switch). Opening of the device would deenergize all high voltage power conductors extending from the enclosure, except the conductors supplying power to the enclosure.

Paragraph (f)(1) would specify that a single handle provide for simultaneous operation through a mechanical connection of multiple switches located within an enclosure. The simultaneous operation of multiple switches by the use of a single handle would ensure that all high voltage conductors within the enclosure are deenergized. This arrangement would ensure that personnel entering enclosures would be protected from accidental contact with energized circuits in the event the wrong circuit was disconnected.

Paragraph (f)(2) would further define the requirements of a disconnect device. The switch would be required to be rated for the maximum phase-to-phase voltage of the circuit in which it is installed. The ability to verify, by visual observation, whether the switch's contacts are opened would also be required. This verification would be required to be achievable without the removal of any enclosure cover. The removal of an enclosure cover to verify opening of the contacts would present the increased possibility of personnel exposure to energized high voltage components.

Also included under this paragraph would be the requirements that all load-side power conductors be grounded and the device be provided with a means to be locked when the device is in the "open" position. These requirements would guard against the hazard of maintenance personnel being exposed to high voltage energized parts due to residual voltage or inadvertent energization of the circuit.

The final requirements of this paragraph address the interrupting capability of the disconnect device. When the device is installed in an explosion-proof enclosure, the device would be required to be designed and installed to cause the current to be interrupted automatically prior to the opening of the device. This would address the concern of preventing failure of an explosion-proof enclosure from an increased pressure rise, if an arc or methane explosion occurred within the explosion-proof enclosure. When the enclosure is not explosion-proof, as in outby switching, the device would be required to either be installed in the circuit so that the circuit is automatically interrupting prior to the opening of the device or the device would be required to be capable of interrupting the full-load current of the circuit.

Paragraph (g) would address the interlocking of the disconnect device. The proposed interlocking would prevent the control circuit for the high voltage motor starters from being energized when the disconnect device is open except through an auxiliary switch with the load power conductors of the high voltage circuit in the grounded position. A further requirement would be that the disconnect device cannot be closed without deenergizing the incoming high-voltage circuit unless the auxiliary switch is in the normal operating position. These interlocking requirements would increase the probability that the high voltage circuits will be isolated and deenergized prior to performing testing and troubleshooting on the low and medium voltage circuits.

Paragraph (h) would clarify that the electrical protection is to be set at an appropriate value to provide protection for the size and length of the longwall motor and shearer cable used, based on the available fault current. Existing part 18 includes trailing cable length restrictions as specified in Table 9, Appendix 1 that have, in the past, been used as guidance in evaluating cables on longwalls rated at less than 1000 volts. These length restrictions do not apply to longwall motor and shearer cables. The procedures used in evaluating high voltage longwalls include a review of the study submitted by the applicant to determine the minimum expected short circuit currents available for the electrical system at the projected installation.

Paragraph (i) would require all longwall motor and shearer cables with nominal voltages greater than 660 volts to be of a shielded construction with a grounded metallic shield around each power conductor. The use of these cables is very similar to that of trailing cables on all permissible equipment. This proposal would parallel the existing part 18 requirements for trailing cables, except for the present option that allows the use of a shielded construction with a grounded metallic shield around the entire assembly. The incorporation of the grounded shield around each power conductor provides added personnel protection against shock and electrocution hazards because any cable faults would cause phase-to-ground short circuit currents to flow. An extra level of protection is achieved since the phase-to-ground short circuit currents, unlike the phase-to-phase short circuit currents that may flow from faults in other cable constructions, are limited in magnitude by the grounding circuit components.

Paragraph (j) would specify that high-voltage motor and shearer circuits are to be provided with instantaneous ground-fault protection set at not more than 0.125 amperes. The current transformers (CT) used for ground-fault protection shall be of the single window type and installed to encircle all three power conductors. The 0.125 ampere setting for the ground fault protection would provide a level of protection that guards against shock and electrocution hazards. Although the fault has been shunted to ground potential, the possibility would still exist for touch potentials to be present on frames of faulted equipment. This potential could be due to system impedances that include, but are not limited to, contact resistance, and conductor impedances.

The use of the single window type current transformer encircling all three power conductors is the most reliable method for detection of ground faults in mine power systems. This type of relaying (zero-sequence) is not affected by CT error and gives very sensitive tripping. This scheme is widely used in mining at all voltages. Requiring all three phase conductors to be encircled by the CT would prohibit the equipment safety grounding conductors from passing through or being connected in series with the CT. If the safety grounding conductor passed through or was connected in series with the CT, it would be possible for the fault currents to flow through parallel paths, thereby reducing the reliability of the ground fault protection.

Paragraph (k) would require safeguards against corona to be provided on all 4160 volt circuits in explosion-proof enclosures. One danger inherent with high-voltage equipment is that excessive electrical stress can cause premature breakdown of insulating materials. The BOM and MSHA research has resulted in the determination that corona does not present a problem on 2400 volt systems, but may effect 4160 volt systems. Adequately and properly prepared corona protection minimizes the stresses placed on insulation and acts to reduce stress related insulation failures.

Paragraph (l) would require a means of safely limiting the maximum explosion pressure rise within an enclosure to 0.83 times the design pressure for any explosion-proof enclosure containing high-voltage switchgear. This proposed requirement is based on BOM and MSHA research on effects of high-voltage arcing in explosion-proof enclosures. This research concluded that the effects of a sustained high-voltage-arcing fault significantly contributes to the pressure rise created in an explosion-proof enclosure during an internal methane-air explosion. This potential increased pressure rise can be safely addressed through a combination of designing the enclosure for the increased pressure and providing electrical protective devices set to deenergize the incoming circuit before the pressure rise resulting from the arcing fault becomes excessive. The proposal would require the maximum explosion pressure rise to be limited to a value that can be safely contained within the explosion-proof enclosure (83% of the design pressure) with performance-oriented language to permit compliance through any achievable

means. Protective methods that have been used in the previously issued approvals and experimental permits consisted of electrical devices with rapid clearing times, however, the proposal would permit alternative methods that may provide equal protection, such as pressure switches or special pressure release devices.

Paragraph (m) would specify that high-voltage electrical components located in high-voltage explosion-proof enclosures are not to be coplanar with a single-plane flame-arresting path. This protective measure would further prevent the heat or flame from an arc or methane explosion in an explosion-proof enclosure from igniting a methane-air mixture surrounding the enclosure. This requirement would address the possibility of particles of conductor material being expelled from the enclosure through the flame-arresting path. Particles of molten material are emitted from the conductors whenever a short-circuit occurs between electrodes. Expulsion of these particles from the enclosure can occur if their source is in the same plane as the flame-arresting path, and a pressure rise coincides with the short circuit. Once these particles are expelled from the explosion-proof enclosure, they can ignite an explosive atmosphere should one be present. This possibility does not arise with multi-plane flame-arresting path surfaces since a deflection in the path would prevent ignitions by expelled particles.

Paragraph (n) would address MSHA's concern with the decomposition of insulating materials due to tracking. Tracking can allow a normally undetectable level of current to flow in and across the surface layer of the insulation. Using insulation with an adequate comparative tracking index (CTI) rating can prevent tracking. Proposed paragraph (n) would require rigid insulation between high-voltage terminals or between high-voltage terminals and ground to be designed with creepage distances in accordance with the table included in this section. The required creepage distances would be determined based upon the phase-to-phase voltage to be addressed and the CTI of the insulation to be used. Creepage distance is based in part on the CTI of the electrical insulating material. An appropriate method of determining the CTI of the electrical insulating material is described in the American Society for Testing and Materials Standard, ASTM D3638–85 "Standard Test Method For Comparative Tracking Index of Electrical Insulating Materials". The MSHA derived creepage distances contained in the table are consistent with most commercially available high voltage components to which this provision would apply.

Paragraph (o) addresses a requirement for Minimum Free Distance (MFD) within an explosion proof motor-starter enclosure. An MSHA technical investigation determined that, if phase-to-phase arcing occurred, there may be adequate arc energy to heat the walls of the enclosure beyond the safe working temperature. Distances between the wall or cover of an enclosure and uninsulated electrical conductors inside the enclosure were established to prevent wall or cover damage due to phase-to-phase arcing.

Paragraph (p) would require a static pressure test to be performed on each prototype design of explosion-proof enclosure housing high-voltage switchgear prior to explosion tests. The manufacturer would also be required to use this test as a routine test on every explosion-proof enclosure housing high-voltage switchgear, at the time of manufacture, or follow an MSHA accepted quality assurance procedure covering welding and inspection of the enclosure.

The test procedure would specify that the enclosure be internally pressurized to a pressure no less than the design pressure, with the pressure maintained for a minimum of 10 seconds. Following the pressure hold, the pressure would be removed and the pressurizing agent removed from the enclosure.

The criteria upon which acceptable performance is to be based would also be provided in this paragraph. Acceptable performance would be achieved if the enclosure, during pressurization, does not exhibit leakage through welds or casting or rupture of any part that affects the explosion-proof integrity of the enclosure. Further, the enclosure following removal of the pressurizing agents would be required to not exhibit visible cracks in welds, permanent deformation exceeding 0.040 inches per linear foot, or excessive clearances along flame-arresting paths following retightening of fastenings, as necessary. The occurrence of any of the above conditions would constitute unacceptable performance.

MSHA is concerned about the specified design pressure of an enclosure. Presently, an enclosure that is designed for 150 psig is tested with a methane explosion. Normally, these pressures do not exceed 100 psi. Since the protective method to prevent overpressurization in these enclosures would be directly related to the design pressure, MSHA has developed the static pressure test with its acceptable performance criteria to insure each enclosure design would be capable of withstanding its design pressure. By requiring static pressure testing on each enclosure prototype, MSHA believes that the adequacy of the enclosures' design would be verified. Additionally, requiring either subsequent static pressure testing on each enclosure manufactured or an acceptable quality assurance program guarantees the integrity of later manufactured units.

IV. Executive Order 12291 and Regulatory Flexibility Act

Executive Order 12291 requires that a Regulatory Impact Analysis (RIA) be performed for any rule that would have a $100 million or more annual effect on the economy or a major increase in costs or prices for consumers or individual industries. The Assistant Secretary has determined that this proposed rule would not result in these effects. In order to justify this determination, MSHA has provided a preliminary RIA (PRIA) which determines the cost impact of requirements in proposed parts 75 and 18. In its PRIA the agency states that since the proposed rule for part 18 is based on existing § 18.47(d)(6), and as manufacturers are already in compliance with this requirement, there would be no compliance costs associated with this part 18 proposal. The PRIA is available for MSHA upon request.

Under the Regulatory Flexibility Act of 1980, MSHA is required to analyze the impact of the proposed rule upon small mining operations. There would be no economic impact upon small mining operations since no small mines operate longwall equipment and since no compliance costs are associated with proposed part 18.

V. Metric Measurements

In accordance with section 5164 of the Omnibus Trade and Competitiveness Act of 1988, MSHA at some time in the future, intends to begin to provide both metric and English specifications in rules. Such an approach should assist industry in converting to metric measurements where appropriate. However, current applications under part 18 can be and are submitted with metric measurements. MSHA is considering the development of metric equivalents for high-voltage longwall systems that would be incorporated during the development of a separate metric approval schedule. MSHA requests comments on the availability of metric equipment and supplies and

metric nominal safety equivalences of the English inch-pound measurements in this proposed rule.

List of Subjects in 30 CFR Part 18

Approval regulations, Electric motor-driven mine equipment and accessories, Mine safety and health.

Dated: August 20, 1992.

William J. Tattersall,

Assistant Secretary for Mine Safety and Health.

Accordingly, subpart B of part 18, chapter I, title 30 of the Code of Federal Regulations is proposed to be amended as follows:

PART 18—ELECTRIC MOTOR-DRIVEN MINE EQUIPMENT AND ACCESSORIES

1. The authority citation for part 18 continues to read as follows:

Authority: U.S.C. 957 and 961.

2. A new § 18.53 is added to part 18 to read as follows:

§ 18.53 High-voltage longwall mining systems.

(a) Each disconnect device compartment, control communications compartment, and motor contactor compartment, shall be separated by location, barriers, or partitions to prevent exposure of personnel to energized high-voltage conductors or parts. Barriers or partitions shall be constructed of grounded metal or non-conductive insulating board.

(b) Each cover of a compartment in the high-voltage motor-starter enclosure containing high-voltage components shall be equipped with interlock switches arranged to automatically deenergize the high-voltage components within that compartment when the cover is removed. When the switches are of the plunger-operated type a minimum of two per cover shall be used and installed so that operation of either will deenergize the high-voltage circuits.

(c) Circuit interrupting devices shall be designed and installed to prevent automatic reclosure.

(d) Transformers with high-voltage primary windings that supply control voltages shall incorporate grounded electrostatic (Faraday) shielding between the primary and secondary windings. The shielding shall be connected to equipment ground by a minimum No. 12 AWG grounding conductor. The secondary nominal voltage shall not exceed 120 volts line to line.

(e) Test circuits shall be provided for checking the condition of ground wire monitors and ground-phase protection without exposing personnel to energized circuits.

(f) Each motor-starter enclosure, with the exception of a controller on a shearer, shall be equipped with a disconnect device (isolator switch) installed to deenergize all high-voltage power conductors extending from the enclosure when the device is in the "open" position.

(1) When multiple switches located in the same enclosure are used to satisfy the above requirement they shall be mechanically connected to provide simultaneous operation by one handle.

(2) The disconnect device shall be rated for the maximum phase-to-phase voltage and the full load current of the circuit in which it is located, and installed so that—

(i) It can be determined by visual observation that the contacts are open without removing any cover;

(ii) The load-side power conductors are grounded when the device is in the "open" position;

(iii) The device can be locked in the "open" position;

(iv) When located in an explosion-proof enclosure, the device shall be designed and installed to cause the current to be interrupted automatically prior to the opening of the contacts; and

(v) When located in a non-explosion-proof enclosure, the device shall be designed and installed to cause the current to be interrupted automatically prior to the opening of the device or is capable of interrupting the full-load current of the circuit.

(g) Control circuits for the high-voltage motor starters shall be interlocked with the disconnect device so that—

(1) The control circuit can be powered through an auxiliary switch in the test position only when the disconnect device is in the open and grounded position; and

(2) Neither the main circuit interrupting device, nor the disconnect device can be closed without deenergizing the incoming high-voltage circuit unless the auxiliary switch is in the normal operating position.

(h) A study to determine the minimum available fault current shall be submitted for use to ensure adequate protection for the length and conductor size of the longwall motor and shearer cables.

(i) Longwall motor and shearer cables with nominal voltages greater than 660 volts shall be of a shielded construction with a grounded metallic shield around each power conductor.

(j) High-voltage motor and shearer circuits shall be provided with instantaneous ground-fault protection set at not more than 0.125 amperes. Current transformers used for this protection shall be of the single-window type and shall be installed to encircle all three phase conductors.

(k) Safeguards against corona shall be provided on all 4160 voltage circuits in explosion-proof enclosures.

(l) The maximum pressure rise within an explosion-proof enclosure containing high-voltage switchgear shall be limited to .83 times the design pressure.

(m) High-voltage electrical components located in high-voltage explosion-proof enclosures shall not be coplanar with a single plane flame-arresting path.

(n) Rigid insulation between high-voltage terminals or high-voltage terminals and ground shall be designed with creepage distances in accordance with the following table:

MINIMUM CREEPAGE DISTANCES

Phase-to-phase voltage	Points of measure	Minimum creepage distances (inches) for CTI range*			
		CTI≧500	380≦CTI<500	175≦CTI<380	CTI<175
2,400	0–0	1.50	1.95	2.40	2.90
	0–G	1.00	1.25	1.55	1.85
4,160	0–0	2.40	3.15	3.90	4.65
	0–G	1.50	1.95	2.40	2.90

*Assumes that all insulation is rated for the applied voltage or higher.

(o) Explosion-proof motor-starter enclosures shall be designed to establish the minimum free distance (MFD) in accordance with the following table:

HIGH-VOLTAGE MINIMUM FREE DISTANCES (MFD)

Wall/cover thickness (in)	Steel MFD (in)		Aluminum MFD (in)	
	A	B	A	B
¼	2.8	5.8	—	—
⅜	1.8	3.9	8.6	18.1
½	* 1.2	2.7	6.5	13.0
⅝	* .9	2.1	5.1	10.4
¾	* .6	1.6	4.1	8.6
1	(*)	* 1.0	2.9	6.2

*The minimum electrical clearances must still be maintained.

Column A specifies the MFD for enclosures that have available 3 phase bolted short circuit currents of 10,000 amperes rms or less.

Column B specifies the MFD for enclosures that have a maximum available 3 phase bolted short circuit currents greater than 10,000 and less than or equal to 20,000 amperes rms.

The minimum free distance shown in the above table shall be increased by 1.5 inches for 4160 volt systems and 0.7 inches for 2400 volt systems when the adjacent wall area is the top of the enclosure. If a steel shield is mounted in conjunction with an aluminum wall or cover, the thickness of the steel shield is used to determine the minimum free distances.

(p) The following static pressure test shall be performed on each prototype design of explosion-proof enclosure housing high-voltage switchgear prior to the explosion tests. The static pressure test shall also be performed on every explosion-proof enclosure housing high-voltage switchgear, at the time of manufacture, unless the manufacturer uses an MSHA accepted quality assurance procedure covering welding and inspection of the enclosure.

(1) *Test procedure.* (i) The enclosure shall be internally pressurized to a minimum of the design pressure, maintaining the pressure for a minimum of 10 seconds.

(ii) Following the pressure hold, the pressure shall be removed and the pressurizing agent removed from the enclosure.

(2) *Acceptable performance.* (i) The enclosure during pressurization shall not exhibit—

(A) Leakage through welds or casting; or

(B) Rupture of any part that affects the explosion-proof integrity of the enclosure.

(ii) The enclosure following removal of the pressurizing agents shall not exhibit—

(A) Visible cracks in welds;

(B) Permanent deformation exceeding 0.040 inches per linear foot; or

(C) Excessive clearances along flame-arresting paths following retightening of fastenings, as necessary.

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DEPARTMENT OF LABOR

Mine Safety and Health Administration

30 CFR Part 75

RIN 1219-AA75

High-Voltage Longwall Equipment Standards for Underground Coal Mines

AGENCY: Mine Safety and Health Administration, Labor.

ACTION: Proposed rule.

SUMMARY: This proposed rule addresses the Mine Safety and Health Administration's (MSHA) safety standards that are applicable to high-voltage longwall equipment. The proposal would allow the use of high-voltage electrical equipment in longwall face areas of underground coal mines and would set out electrical safety standards, in addition to those already contained in 30 CFR, for the use of this equipment. The proposed revisions would upgrade existing provisions consistent with advances in mining technology and reduce paperwork requirements where possible.

DATES: All comments and information should be submitted by October 26, 1992.

ADDRESSES: Send comments to Patricia W. Silvey, Director, Office of Standards, Regulations and Variances, MSHA, 4015 Wilson Boulevard, Arlington, Virginia 22203.

FOR FURTHER INFORMATION CONTACT: Patricia W. Silvey, Director, Office of Standards, Regulations and Variances, MSHA (703) 235-1910.

SUPPLEMENTARY INFORMATION:

I. Paperwork Reduction Act

This proposed rule contains an information collection requirement in § 75.821(d). This paperwork requirement has been submitted to the Office of Management and Budget (OMB) for review under section 3504(d) of the Paperwork Reduction Act of 1980 (Pub. L. 96-511. Comments on the proposed paperwork provision should be sent directly to the Office of Information and Regulatory Affairs, Office of Management and Budget, Attention: Desk Office for MSHA (see address at the end of this discussion). The respondents in the paperwork provision would be mine operators. The following public burden hour estimation includes the time for examination and testing of equipment, and completing and reviewing the collection information. In this instance, the resultant information collection would be used by MSHA to assess compliance with the proposed requirement. The information collection requirement contained in the proposal is discussed below.

Section 75.821(d) would require persons who perform weekly examinations and tests to certify by signature and date that they have been conducted. A record would be required of any unsafe condition found and any corrective action taken. Certifications and records would be required to be kept for at least one year and made available at the mine for inspection by authorized representatives of the Secretary and representatives of miners at the mine.

Currently, each piece of equipment is required to be examined and tested on a weekly basis and the results are required to be recorded regardless of the findings of the examiner. Proposed § 75.821(d) would continue to require weekly examination and testing. However, records would be required only when an unsafe condition is found. MSHA estimates that the average time required to document the results of weekly examinations and tests on high voltage longwall equipment would decrease from 30 to 10 minutes. Thus, the per mine reporting burden would be reduced by 20 minutes a week for 50 weeks (about 17 hours per year), and the total reduction would be 680 hours.

Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Patricia W. Silvey, Director, Office of Standards, Regulations, and Variances, MSHA, Room 631, Ballston Tower #3, 4015 Wilson Boulevard, Arlington, Virginia 22203, and to the Office of Information and Regulatory Affairs of OMB, Attention: Steve Semenuk; Desk Officer for the Mine Safety and Health Administration.

II. Background

The Mine Safety and Health Administration (MSHA) is proposing to revise its existing safety standards for high-voltage longwall equipment in underground coal mines. These revisions are proposed pursuant to section 101 of the Federal Mine Safety and Health Act of 1977 (30 U.S.C. 811). This proposed rule is being published in conjunction with proposed revisions to 30 CFR part 18.