

Accomplishment of the replacement would be in accordance with the service information referenced in the "Relevant Service Information" section of this document.

Cost Impact

The FAA estimates that 1,700 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 8 workhours per airplane to accomplish the proposed replacement, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$210 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,173,000, or \$690 per airplane.

Piper has informed the FAA that parts have been distributed to equip 1 affected airplane. Presuming that this set of parts is installed on an affected airplane, the cost impact of the proposed AD would be reduced by \$690, from \$1,173,000 to \$1,172,310.

Regulatory Impact

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action has been placed in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 14

CFR part 39 of the Federal Aviation Regulations as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

The New Piper Aircraft, Inc.: Docket No. 97-CE-48-AD.

Applicability: The following airplane model and serial numbers, certificated in any category:

Models	Serial Nos.
PA-31, PA-31-300, and PA-31-325.	31-2 through 31-8312019
PA-31-350	31-5001 through 31-8553002

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required upon the accumulation of 2,500 hours time-in-service (TIS) on the lower spar splice plate or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished.

To prevent failure of the lower wing splice plate caused by fretting and cracking, which could result in loss of control of the airplane, accomplish the following:

(a) Replace the lower wing spar splice plate and rework the lower spar caps in accordance with the instructions included in the following kit, as applicable, and as referenced in Piper Service Bulletin No. 1003, dated June 16, 1997:

(1) Main Spar Splice Plate Replacement (Lower) Kit, Piper part number (P/N) 766-640, which applies to Models PA-31, PA-31-300, and Piper PA-31-325 airplanes; and

(2) Main Spar Splice Plate Replacement (Lower) Kit, Piper P/N 766-641, which applies to Model PA-31-350 airplanes.

(b) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be

approved by the Manager, Atlanta Aircraft Certification Office (ACO), Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(d) All persons affected by this directive may obtain copies of the documents referred to herein upon request to The New Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on August 15, 1997.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-22336 Filed 8-21-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 94-AWA-1]

Proposed Modification of the Phoenix Class B Airspace Area; Arizona

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Supplemental notice of proposed rulemaking (SNPRM).

SUMMARY: On February 4, 1997, the FAA published a Notice of Proposed Rulemaking (NPRM) which proposed to modify the Phoenix (PHX), AZ, Class B airspace area. Specifically, that action proposed to: Reconfigure several area boundaries; create new areas; and raise and/or lower the floors of several of the existing areas. In the NPRM, several subareas of the PHX Class B airspace area were inadvertently plotted and described using incorrect bearings from the Phoenix Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC). This document corrects that error and amends the proposed legal description of the PHX Class B airspace area by changing the incorrect bearings to reflect the actual intentions of the FAA.

DATES: Comments must be received on or before September 22, 1997.

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

Chief Counsel, Attention: Rules Docket, AGC-200, Airspace Docket No. 94-AWA-1, 800 Independence Avenue, SW, Washington, DC 20591.

The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916, 800 Independence Avenue, SW, Washington, DC, weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m.

An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division, Systems Management Branch Office, 15000 Aviation Boulevard, Hawthorne, CA, 90261.

FOR FURTHER INFORMATION CONTACT: William C. Nelson, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Comments Invited

The comment period for the NPRM for the PHX Class B airspace area modification expired on May 2, 1997. However, interested parties are invited to comment on the changes to the NPRM as detailed in this SNPRM by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the changes to the proposal as presented in this SNPRM. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 94-AWA-1." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the rules docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA

personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this SNPRM by submitting a request to the Federal Aviation Administration, Office of Air Traffic Airspace Management, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-8783. Communications must identify the notice number of this SNPRM. Persons interested in being placed on a mailing list for future NPRM's should call the FAA's Office of Rulemaking, (202) 267-9677, for a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

Background

On February 4, 1997, the FAA proposed to modify the PHX Class B airspace area (62 FR 5188). The NPRM proposed to reconfigure several area boundaries; create new areas; and raise and/or lower the floors of several of the existing areas. On April 2, 1997, the FAA reopened the comment period (62 FR 15635) at the request of several user organizations as additional time was necessary to fully analyze the proposal and make comments. The comment period closed on May 2, 1997.

The FAA has subsequently discovered that several subareas of the PHX Class B airspace area were inadvertently plotted and described using incorrect bearings from the Phoenix VORTAC.

On aeronautical charts, bearings to or from a point are labeled relative to magnetic north. In airspace legal descriptions, however, the true north equivalent of each bearing is published. In the Phoenix, AZ, area, the variance between magnetic north and true north is approximately 12°; therefore, to convert a bearing from magnetic to true, one must add 12°.

With regard to subareas D, H, I, J, and K of the proposed modified PHX Class B airspace area, bearings intended as magnetic were erroneously plotted and published as true; no conversions were made. This error resulted in bearings, and geographical coordinates derived therefrom, being plotted 12° counterclockwise, relative to the Phoenix VORTAC, from their intended positions.

The purpose of this document is to correct the proposed legal description of the PHX Class B airspace area to reflect the actual intentions of the FAA. Only those subareas of the PHX Class B airspace area affected by the error are addressed in this document.

The coordinates for this airspace docket are based on North American Datum 83. Class B airspace areas are published in paragraph 3000 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR part 71.1. The Class B airspace area listed in this document would be published subsequently in the Order.

The Proposal

On February 4, 1997, the FAA proposed to modify the PHX Class B airspace area. This document proposes to alter the February 4, 1997, proposal by amending the legal description of certain subareas of the PHX Class B airspace area to reflect the actual intentions of the FAA. Specifically, this action proposes to alter the February 4, 1997, proposal by changing the bearings from the Phoenix VORTAC which are used to describe subareas D, H, I, J, and K.

This proposal would change each affected bearing by adding 12° to the previously published bearing; this reflects the conversion factor from magnetic to true which was previously omitted. The result of adding 12° to each affected bearing would be to shift subareas I, J, K, and the eastern portion of H, 12° clockwise relative to the PHX VORTAC.

The practical effects of this change would be to (1) eliminate approximately 23 square miles of airspace north of PHX, in the vicinity of Sky Ranch Carefree Airport, from the previous proposal to modify the PHX Class B airspace area; and (2) to add to the previous proposal approximately 23 square miles of airspace south of PHX in the area southwest of Bapchule, AZ.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

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

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

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

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

Paragraph 3000—Class B Airspace

* * * * *

AWP AZ B Phoenix, AZ [Revised]

Phoenix Sky Harbor International Airport (Primary Airport)

(lat. 33°26'10"N., long. 112°00'34"W.)
Phoenix VORTAC (lat. 33°25'59"N., long. 111°58'13"W.)

Boundaries

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

Area B. That airspace extending upward from 3,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of 99th Avenue and Camelback Road (lat. 33°30'29"N., long. 112°16'22"W.), thence east on Camelback Road to the intersection of Camelback Road and 51st Avenue (lat. 33°30'34"N., long. 112°10'08"W.), thence south on 51st Avenue to the intersection of 51st Avenue and Guadalupe Road (lat. 33°21'46"N., long. 112°10'09"W.), thence direct to lat. 33°21'48"N., long.

112°06'30"W., thence south direct to lat. 33°18'18"N., long. 112°06'30"W., thence west on Chandler Boulevard to the intersection of Chandler Boulevard and the Gila River (lat. 33°18'18"N., long. 112°13'11"W.), thence northwest along the Gila River to the intersection of the Gila River and 99th Avenue, (lat. 33°22'38"N., long. 112°16'21"W.), thence north along the extension of 99th Avenue to the point of beginning.

Area C. That airspace extending upward from 3,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of Guadalupe Road and Interstate 10 (lat. 33°21'50"N., long. 111°58'98"W.), thence south on Interstate 10 to the intersection of Interstate 10 and Chandler Boulevard (lat. 33°18'19"N., long. 111°58'21"W.), thence east on Chandler Boulevard to the intersection of Gilbert Road and Chandler Boulevard (lat. 33°18'19"N., long. 111°47'22"W.), thence north on Gilbert Road to the intersection of Indian Bend Road (lat. 33°32'20"N., long. 111°47'23"W.), thence west on Indian Bend Road to the intersection of Indian Bend Road and Pima/Price Road (lat. 33°32'18"N., long. 111°53'29"W.), thence south on Pima/Price Road to the intersection of Pima/Price Road and Camelback Road (lat. 33°30'07"N., long. 111°53'29"W.), thence east on Camelback Road to Dobson Road (lat. 33°30'07"N., long. 111°52'26"W.), thence south on Dobson Road to the intersection of Dobson Road and Guadalupe Road (lat. 33°32'49"N., long. 111°52'35"W.), thence west on Guadalupe Road to the point of beginning.

Area D. That airspace extending upward from 4,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of Cactus Road and the 20-mile arc of the Phoenix VORTAC (lat. 33°35'35"N., long. 111°37'13"W.), thence clockwise along the 20-mile arc of the Phoenix VORTAC to the intersection of the 20-mile arc of the Phoenix VORTAC and the Phoenix VORTAC 091°T(079°M) radial (lat. 33°25'36"N., long. 111°34'19"W.), thence west along the Phoenix VORTAC 091°T(079°M) radial to the intersection of the Phoenix VORTAC 091°T(079°M) radial and the 15-mile arc of the Phoenix VORTAC (lat. 33°25'42"N., long. 111°40'17"W.), thence south along the 15-mile arc of the Phoenix VORTAC to the intersection of the Phoenix VORTAC 15-mile arc and the Phoenix VORTAC 127°T(115°M) radial (lat. 33°16'55"N., long. 111°43'55"W.), thence southeast along the Phoenix VORTAC 127°T(115°M) radial to the intersection of the Phoenix VORTAC 127°T(115°M) radial and the Phoenix VORTAC 20-mile arc (lat. 33°13'54"N., long. 111°39'10"W.), thence clockwise along the Phoenix VORTAC 20-mile arc to the intersection of the Phoenix VORTAC 20-mile arc and Riggs Road (lat. 33°12'58"N., long. 111°40'04"W.), thence west along Riggs Road to the intersection of the Lila River and Valley Road (lat. 33°15'20"N., long. 122°10'10"W.), thence northwest along the Gila River to the intersection of the Gila River and Chandler Boulevard (lat. 33°18'18"N., long. 112°12'03"W.), thence east to lat. 33°18'18"N., long. 112°06'30"W., thence north to lat. 33°21'48"N., long. 112°06'30"

W., thence east to the intersection of Guadalupe Road and Interstate 10 (lat. 33°21'50"N., long. 111°58'08"W.), thence south on Interstate 10 to the intersection of Interstate 10 and Chandler Boulevard (lat. 33°18'19"N., long. 111°58'21"W.), thence east along Chandler Boulevard to the intersection of Chandler Boulevard and Gilbert Road (lat. 33°18'18"N., long. 111°47'22"W.), thence north along Gilbert Road to the intersection of Indian Bend Road (lat. 33°32'20"N., long. 111°47'23"W.), thence west along Indian Bend Road to the intersection of Pima/Price Road (lat. 33°32'18"N., long. 111°53'29"W.), thence south along Pima/Price Road to the intersection of Pima/Price Road and Camelback Road (lat. 33°30'07"N., long. 111°53'29"W.), thence west along Camelback Road to the intersection of 99th Avenue (lat. 33°30'29"N., long. 112°19'20"W.), thence south on 99th Avenue to the intersection of 99th Avenue and the Gila River (lat. 33°19'55"N., long. 112°16'21"W.), thence southeast along the Gila River to the intersection of the Gila River and Chandler Boulevard (lat. 33°18'18"N., long. 112°12'03"W.), thence west along Chandler Boulevard to the intersection of an extension of Chandler Boulevard and Litchfield Road (lat. 33°18'18"N., long. 112°21'29"W.), thence north along Litchfield Road to the intersection of Litchfield Road and Camelback Road (lat. 33°30'29"N., long. 112°21'29"W.), thence east along Camelback Road to lat. 33°30'30"N., long. 112°19'23"W., thence direct to lat. 33°35'34"N., long. 112°55'55"W., thence direct to lat. 33°36'35"N., long. 112°13'38"W., thence east along Thunderbird Road and Cactus Road to the intersection of Cactus Road and the 20-mile arc of the Phoenix VORTAC.

Area E. That airspace extending upward from 6,000 feet MSL to and including 10,000 feet MSL beginning at lat. 33°42'10"N., long. 112°13'05"W., beginning on the 20-mile arc of the Phoenix VORTAC, thence clockwise along the 20-mile arc of the Phoenix VORTAC to intersection of the Phoenix VORTAC 20-mile arc and Cactus Road (lat. 33°35'45"N., long. 111°38'30"W.), thence west on Cactus Road, to the intersection of Cactus Road and Thunderbird Road (lat. 33°36'35"N., long. 112°13'38"W.), thence direct to the point of beginning.

Area F. That airspace extending upward from 6,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of Riggs Road and the 20-mile arc of the Phoenix VORTAC (lat. 33°13'10"N., long. 111°40'04"W.), thence clockwise along the 20-mile arc of the Phoenix VORTAC to the intersection of the 20-mile arc of the Phoenix VORTAC and Valley Road (lat. 33°07'30"N., long. 112°08'40"W.), thence north along Valley Road to the intersection of Valley Road, Riggs Road and the Gila River (lat. 33°1'10"N., long. 112°09'58"W.), thence east along Riggs Road to the point of beginning.

Area G. That airspace extending upward from 6,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of the 25-mile arc of the Phoenix VORTAC and Camelback Road (lat. 33°30'30"N., long. 112°21'26"W.), thence east on Camelback Road to the intersection of Camelback Road

and Litchfield Road (lat. 33°30'29"N., long. 112°21'29"W.), thence south on Litchfield Road to the intersection of Litchfield Road and Chandler Boulevard (lat. 33°18'18"N., long. 112°21'29"W.), thence west along Chandler Boulevard to the intersection of the 25-mile arc of the Phoenix VORTAC (lat. 33°10'10"N., long. 112°26'34"W.), thence clockwise along the 25-mile arc of the Phoenix VORTAC to the point of beginning.

Area H. That airspace extending upward from 7,000 feet MSL to and including 10,000 feet MSL beginning at a point at lat. 33°46'13"N., long. 112°15'51"W., on the 25-mile arc of the Phoenix VORTAC, thence clockwise along the 25-mile arc of the Phoenix VORTAC to the intersection of the 25-mile arc of the Phoenix VORTAC and Interstate 17 (lat. 33°49'30"N., long. 112°08'37"W.), thence south along Interstate 17 to the intersection of Interstate 17 and the 20-mile arc of the Phoenix VORTAC (lat. 33°44'31"N., long. 112°07'18"W.), thence counterclockwise along the 20-mile arc of the Phoenix VORTAC to lat. 33°41'41"N., long. 112°13'05"W., thence direct to the point of beginning; and that airspace beginning at the intersection of the 20-mile arc of the Phoenix VORTAC and the Phoenix VORTAC 017°T(005°M) radial (lat. 33°45'08"N., long. 111°51'12"W.), thence north along the Phoenix VORTAC 017°T(005°M) radial to the intersection of the Phoenix VORTAC 017°T(005°M) radial and the 25-mile arc of the Phoenix VORTAC (lat. 33°49'56"N., long. 111°49'26"W.), thence clockwise along the 25-mile arc of the Phoenix VORTAC to the intersection of the 25-mile arc of the Phoenix VORTAC and the Phoenix VORTAC 037°T(025°M) radial (lat. 33°45'58"N., long. 111°40'10"W.), thence southwest along the Phoenix VORTAC 037°T(025°M) radial to the intersection of the Phoenix VORTAC

037°T(025°M) radial and the 20-mile arc of the Phoenix VORTAC (lat. 33°41'58"N., long. 111°43'47"W.), thence counterclockwise along the 20-mile arc of the Phoenix VORTAC to the point of beginning.

Area I. That airspace extending upward from 7,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of the 20-mile arc of the Phoenix VORTAC and the Phoenix VORTAC 127°T(115°M) radial (lat. 33°13'54"N., long. 111°39'10"W.), thence southeast along the Phoenix VORTAC 127°T(115°M) radial to the intersection of the Phoenix VORTAC 127°T(115°M) radial and the 25-mile arc of the Phoenix VORTAC (lat. 33°10'52"N., long. 111°34'25"W.), thence clockwise along the 25-mile arc of the Phoenix VORTAC to the intersection of the 25-mile arc of the Phoenix VORTAC and the Phoenix VORTAC 180°T(168°M) radial (lat. 33°00'56"N., long. 111°58'13"W.), thence north along the Phoenix VORTAC 180°T(168°M) radial to the intersection of the Phoenix VORTAC 180°T(168°M) radial and the 20-mile arc of the Phoenix VORTAC (lat. 33°05'57"N., long. 111°58'13"W.), thence counterclockwise along the 20-mile arc of the Phoenix VORTAC to the point of beginning.

Area J. That airspace extending upward from 6,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of the 15-mile arc of the Phoenix VORTAC and the Phoenix VORTAC 091°T(079°M) radial (lat. 33°25'42"N., long. 111°40'17"W.), thence east along the Phoenix VORTAC 091°T(079°M) radial to the intersection of the Phoenix VORTAC 091°T(079°M) radial and the 20-mile arc of the Phoenix VORTAC (lat. 33°25'36"N., long. 111°34'19"W.), thence clockwise along the 20-mile arc of the Phoenix VORTAC to the intersection of the 20-mile arc of the Phoenix VORTAC and the Phoenix VORTAC 127°T(115°M) radial (lat.

33°13'54"N., long. 111°39'10"W.), thence northwest along the Phoenix VORTAC 127°T(115°M) radial to the intersection of the Phoenix VORTAC 127°T(115°M) radial and the 15-mile arc of the Phoenix VORTAC (lat. 33°16'55"N., long. 111°43'55"W.), thence counterclockwise along the 15-mile arc of the Phoenix VORTAC to the point of beginning.

Area K. That airspace extending upward from 8,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of the 20-mile arc of the Phoenix VORTAC and the Phoenix VORTAC 037°T(025°M) radial (lat. 33°41'58"N., long. 111°43'47"W.), thence northeast along the Phoenix VORTAC 037°T(025°M) radial to the intersection of the Phoenix VORTAC 037°T(025°M) radial and the 25-mile arc of the Phoenix VORTAC (lat. 33°45'58"N., long. 111°40'10"W.), thence clockwise along the 25-mile arc of the Phoenix VORTAC to the intersection of the 25-mile arc of the Phoenix VORTAC and the Phoenix VORTAC 127°T(115°M) radial (lat. 33°10'52"N., long. 111°34'25"W.), thence northwest along the Phoenix VORTAC 127°T(115°M) radial to the intersection of the Phoenix VORTAC 127°T(115°M) radial and the 20-mile arc of the Phoenix VORTAC (lat. 33°13'54"N., long. 111°39'10"W.), thence counterclockwise along the 20-mile arc of the Phoenix VORTAC to the point of beginning.

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Issued in Washington, DC, on August 12, 1997.

Reginald C. Matthews,

*Acting Program Director for Air Traffic
Airspace Management.*

BILLING CODE 4910-13-P

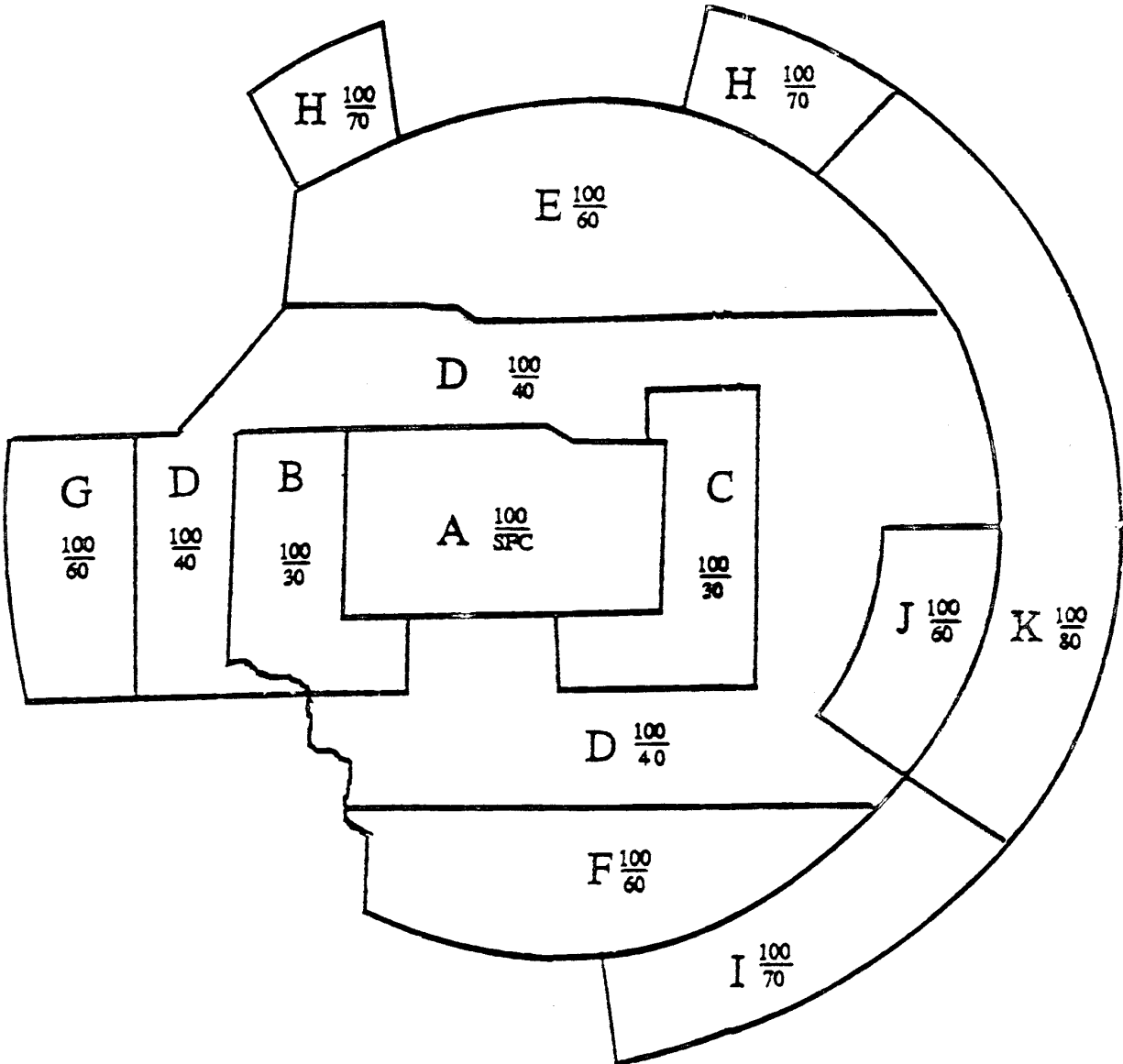
Note: The following appendix will not appear in the Code of Federal Regulations.

Appendix—Phoenix Class B Airspace Area

PHOENIX CLASS B AIRSPACE AREA

FIELD ELEVATION 132 FEET

(NOT TO BE USED FOR NAVIGATION)



Prepared by the
FEDERAL AVIATION ADMINISTRATION
Publications Branch
ATP-210