

made over the Internet, the candidate shall provide sufficient documentation to the Commission to insure that each such contribution was made by a lawful contributor who manifested an intention to make the contribution to the campaign committee that submits it for matching fund payments. It further states that additional information on the documentation required to accompany such contributions will be found in PIGO. This approach will enable the Commission to update the technical requirements much more rapidly than would be possible if these requirements were to be included in the text of the rules.

The Commission notes, however, that PIGO has been incorporated by reference into the rules, and therefore is binding on candidates and their campaigns. 11 CFR 9036.1(b)(7), 9036.2(b). A candidate seeking matching funds for his or her presidential campaign must first sign a candidate agreement that provides, *inter alia*, that the candidate and the candidate's authorized committee(s) will prepare matching fund submissions in accordance with PIGO requirements. 11 CFR 9033.1(a)(9). Contributions submitted for matching will therefore not be matched unless these procedures are followed.

Section 9036.2 Additional Submissions for Matching Fund Payments

This section contains information on how subsequent submissions for matching fund payments, i.e., those made after the threshold submission, should be made. For the most part these requirements are identical to those for threshold submissions, except that additional submissions need not break down contributions by State, as is required of threshold submissions.

New paragraph (b)(1)(vii) of this section is identical to new paragraph 11 CFR 9036.1(b)(7), discussed *supra*. The new paragraph reinforces the requirement found in the introductory language of paragraph (b) of this section, which states that all additional submissions for matching fund payments shall be made in accordance with PIGO.

Certification of No Effect Pursuant to 5 U.S.C. § 605(b) (Regulatory Flexibility Act)

The attached final rules will not, if promulgated, have a significant economic impact on a substantial number of small entities. The basis for this certification is that these regulations do not affect a substantial number of entities, and most of the

covered entities are not "small entities" for purposes of the Regulatory Flexibility Act. Therefore the rules would not have a significant economic effect on a substantial number of small entities.

List of Subjects

11 CFR Part 9036

Administrative practice and procedure, Campaign funds, Recordkeeping and reporting requirements.

For the reasons set forth in the preamble, Subchapter F, Chapter I of Title 11 of the Code of Federal Regulations is amended to read as follows:

PART 9036—REVIEW OF SUBMISSION AND CERTIFICATION OF PAYMENTS BY COMMISSION

1. The authority citation for Part 9036 continues to read as follows:

Authority: 26 U.S.C. 9036 and 9039(b).

2. Section 9036.1 is amended by redesignating paragraphs (b)(7) and (b)(8) as paragraphs (b)(8) and (b)(9), respectively, and by adding new paragraph (b)(7) to read as follows:

§ 9036.1 Threshold submission.

* * * * *

(b) * * *

(7) In the case of a contribution made by a credit or debit card, including one made over the Internet, the candidate shall provide sufficient documentation to the Commission to insure that each such contribution was made by a lawful contributor who manifested an intention to make the contribution to the candidate or authorized committee that submits it for matching fund payments. Additional information on the documentation required to accompany such contributions is found in the Commission's Guideline for Presentation in Good Order. See 11 CFR 9033.1(b)(9).

* * * * *

3. Section 9036.2 is amended by adding new paragraph (b)(1)(vii), to read as follows:

§ 9036.2 Additional submissions for matching fund payments.

* * * * *

(b) * * *

(1) * * *

(vii) In the case of a contribution made by a credit or debit card, including one made over the Internet, the candidate shall provide sufficient documentation to the Commission to insure that each such contribution was made by a lawful contributor who

manifested an intention to make the contribution to the candidate or authorized committee that submits it for matching fund payments. Additional information on the documentation required to accompany such contributions is found in the Commission's Guideline for Presentation in Good Order. See 11 CFR 9033.1(b)(9).

* * * * *

Dated: August 2, 1999.

Scott E. Thomas,

Chairman, Federal Election Commission.

[FR Doc. 99-20181 Filed 8-4-99; 8:45 am]

BILLING CODE 6715-01-P

**DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration**

14 CFR Part 71

[Airspace Docket No. 95-AWA-4]

RIN 2120-AA66

Modification of the Orlando Class B Airspace Area, Orlando, FL; and Modification of the Orlando Sanford Airport Class D Airspace Area, Sanford, FL

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Orlando Class B airspace area, Orlando, FL; and the Orlando Sanford Airport Class D airspace area, Sanford, FL. Specifically, this action modifies several subareas within the lateral boundaries of the existing Orlando Class B airspace area; and lowers the vertical limits of the Orlando Sanford Airport Class D airspace area. The FAA is taking this action to enhance safety, reduce the potential for midair collision, and improve the management of air traffic operations into, out of, and through the Orlando terminal area while accommodating the concerns of airspace users. Additionally, this action corrects the coordinates for the Orlando Sanford Airport.

EFFECTIVE DATE: 0901 UTC, September 9, 1999.

FOR FURTHER INFORMATION CONTACT: Sheri Edgett Baron, 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:

Availability of Final Rule

An electronic copy of this document may be downloaded from the FAA regulations section of the Fedworld electronic bulletin board service (telephone: 703-321-3339) or the Federal Register's electronic bulletin board service (telephone: 202-512-1661) using a modem and suitable communications software.

Internet users may reach the FAA's web page at <http://www.faa.gov> or the Federal Register's webpage at <http://www.access.gpo.gov/nara> for access to recently published rulemaking documents.

Any person may obtain a copy of this final rule 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 docket number of this final rule. Persons interested in being placed on a mailing list for future Notices of Proposed Rulemaking or final rules should call the FAA's Office of Rulemaking, (202) 267-9677, for a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, that describes the application procedure.

Related Rulemaking Actions

On May 21, 1970, the FAA published, in the **Federal Register**, the Designation of Federal Airways, Controlled Airspace, and Reporting Points Final Rule (35 FR 7782). This rule provided for the establishment of Terminal Control Airspace (TCA) area (now known as Class B airspace areas).

On June 21, 1988, the FAA published, in the **Federal Register**, the Transponder with Automatic Altitude Reporting Capability Requirement Final Rule (53 FR 23356). This rule, in part, requires all aircraft to have an altitude encoding transponder when operating within 30 nautical miles (NM) of any designated TCA (now known as Class B airspace area) primary airport from the surface up to 10,000 feet mean sea level (MSL). This rule also provides an exclusion for those aircraft not originally certificated with an engine-driven electrical system (or those that have not subsequently been certified with such a system) balloons, or gliders operating outside of the Class B airspace area, but within 30 NM of the primary airport.

On October 14, 1988, the FAA published, in the **Federal Register**, the Terminal Control Area Classification and Terminal Control Area Pilot and Navigation Equipment Requirements

Final Rule (53 FR 40318). This rule, in part, requires the pilot-in-command of a civil aircraft operating within a TCA (now known as Class B airspace area) to hold at least a private pilot certificate. Excepted from this requirement are student pilots who have received certain documented training.

On December 17, 1991, the FAA published, in the **Federal Register**, the Airspace Reclassification Final Rule (56 FR 65638). This rule, in part, discontinued the use of the term "Terminal Control Area" (TCA) and replaced it with the designation "Class B airspace area." This change in terminology is reflected in the remainder of this final rule.

Background

The Class B airspace area program was developed to reduce the potential for midair collision in the congested airspace surrounding airports with high density air traffic operations by providing an area wherein all aircraft are subject to certain operating rules and equipment requirements.

The density of traffic and the type of operations being conducted in the airspace surrounding these major terminal areas increase the probability of midair collisions. In 1970, an extensive study found that the majority of midair collisions occurred between a general aviation (GA) aircraft and an air carrier or military aircraft, or another GA aircraft. The basic causal factor common to these conflicts was the mix of aircraft operating in accordance with visual flight rules (VFR) and aircraft operating under instrument flight rules (IFR). Class B airspace areas provide a method to manage the increasing number of IFR and VFR operations. The regulatory requirements of Class B airspace areas afford the greatest protection for the greatest number of people, by giving air traffic control the increased capability to provide aircraft separation service.

The standard configuration of a Class B airspace area contains three concentric circles centered on the primary airport extending to 10, 20, and 30 NM, respectively. The standard vertical limit of these airspace areas normally should not exceed 10,000 feet MSL with the floor established at the surface in the inner area and at levels appropriate to the containment of operations in the outer areas. Variations of these criteria may be utilized contingent on the terrain, adjacent regulatory airspace, and factors unique to the terminal area.

Public Input

On May 17, 1999, the FAA published a notice of proposed rulemaking (NPRM) in the **Federal Register** (64 FR 26705) proposing to modify several subareas within the lateral boundaries of the existing Class B airspace area; and modify the vertical limits of the Orlando Sanford Airport Class D airspace area. The comment period for this proposed rulemaking action closed on June 30, 1999.

In response to the proposal, the FAA received four comments. All comments received were considered before making a determination on this final rule. An analysis of the comments and the Agency's response follows.

Discussion of Comments

The FAA received three comments in favor of the planned modifications to the Orlando Class B airspace area and the Orlando Sanford Airport Class D airspace area which are as follows: the Orlando Sanford Airport; the City of Sanford; and the Sanford Airport Authority.

The Air Line Pilots Association also commented in favor of the planned modifications, but expressed concern that Area F to the west and east does not appear to give protection to departures on a standard rate of climb.

The FAA believes that Area F to the west and east is adequately designed to contain departures within the Class B airspace. Traffic normally departs via runway 18L/R on a 200° heading and, based on the aircraft's performance, turned westbound on course. Aircraft departing westbound must be out of 3,000 feet to turn in order to ensure separation from aircraft operating at Kissimmee Airport. Traffic departing eastbound can be transitioned to the north to remain in the Class B airspace area.

The Rule

The FAA amends 14 CFR part 71 by modifying the Orlando Class B airspace area, Orlando, FL, and the Orlando Sanford Airport Class D airspace area, Sanford, FL. Specifically, this action modifies several subareas within the lateral boundaries of the existing Class B airspace area, and modifies the vertical limits of the Orlando Sanford Airport Class D airspace area. The FAA is taking this action to enhance safety, reduce the potential for midair collision, and to improve the management of air traffic operations into, out of, and through the Orlando terminal area. Additionally, this action corrects the coordinates for the Orlando Sanford Airport. Specifically, this action

modifies the Orlando Class B airspace area as follows:

Orlando Class B Airspace Area

Area A. The size of Area A (that area beginning at the surface up to 10,000 feet MSL) is reduced to a 5-mile radius of the primary airport, Orlando International Airport. This airspace modification will contain large turbojet aircraft within the limits of the Class B airspace area while operating to and from the primary airport. In addition, a portion of Area A beyond 5 NM is removed from the surface area and reconfigured as Area B.

Area B. Area B is reconfigured from a section of the surface area, between the 5-mile radius of the primary airport, extending west to the John Young Parkway, north to Lake Underhill Road, east to the Stanton Power Plant, and south to the Orlando VORTAC 14 Distance Measuring Equipment (DME), extending upward from 900 feet MSL. This modification will support approach and departure procedures for aircraft transitioning to and from the Orlando International Airport.

Also, this airspace modification will allow Law Enforcement and Lifeguard helicopter operations below the floor of the Class B airspace area.

Area C. The Floor of Area C will remain at 1,600 feet MSL north of the Orlando Executive Airport; however, the lateral limits of Area C are modified to extend north of Lake Underhill Road, south of S.R. 436, east of S.R. 423 and S.R. 434, and extend 8 miles east of the Orlando Executive Airport. This airspace modification will support approach procedures for aircraft transitioning to the final approach course for the Orlando International Airport.

The floor of Area C is lowered from 3,000 to 1,600 feet MSL, extending 3 miles to the north and south of the Orlando Sanford Airport, east of the Wekiva River, and west of Lake Harney's eastern shore. This airspace modification will support approach procedures for large turbojet aircraft operations transitioning to and from the Orlando Sanford Airport.

In addition, the floor of Area C is raised from 1,500 to 1,600 feet MSL, extending south of the Orlando VORTAC 14 DME arc, north of the Orlando VORTAC 20 DME arc, and between 2 and 13 miles east of the Kissimmee Airport. This airspace modification will support approach procedures for aircraft transitioning to the final approach course for the Orlando International Airport. This modification will also allow nonparticipating aircraft sufficient

airspace to conduct VFR operations below the vertical limits of the Class B airspace area while transitioning to/ from secondary satellite airports.

Area D. Area D is modified by raising the floor of the area 10 miles north of the Orlando International airport from 1,600 to 2,000 feet MSL, and the area southwest of the Orlando International Airport from 1,500 to 2,000 feet MSL. This area extends between S.R. 423 and Kirkman Road, 6 to 9 miles west of the primary airport, between 2 miles north and 5 miles south of the Kissimmee Airport, and between 7 miles and 11 miles north of the Orlando VORTAC. This airspace modification will provide sufficient airspace modification will provide sufficient airspace for sequencing and vectoring arriving and departing aircraft in close proximity to the primary airport. It will also increase and navigable airspace below the Class B airspace area in the vicinity of Kissimmee Municipality Airport.

Area E. The floor of Area E will remain at 3,000 feet MSL; however, the lateral limits of Area E are expanded to the north and south. Area E is extended 3 miles west of the Wekiva river, and between 3 to 6 miles north of the Orlando Sanford Airport. This airspace modification will provide sufficient airspace for sequencing and vectoring aircraft, and ensure that operations are contained within the Class B airspace area.

Area E is also extended between the 20-mile and 30-mile arcs south of the primary airport, and between 7 miles and 15 miles east of the primary airport. This airspace modification will provide sufficient airspace for sequencing and vectoring aircraft, and will provide a controlled environment for aircraft arriving and departing the Class B airspace area.

Area F. The subareas of the Class B airspace areas are reconfigured as Area F, from 6,000 up to and including 10,000 feet MSL, extending from 8 miles west of the primary airport to Highway 27. This airspace modification will provide sufficient airspace to contain aircraft in a controlled environment when transitioning between the en route and terminal phase of flight.

Area F is also modified from the power line located approximately 15 miles east of the primary airport, eastward, to the power line located approximately 22 miles east of the primary airport. This airspace modification will provide sufficient airspace to contain aircraft in a controlled environment when transitioning between the en route and terminal phase of flight.

Orlando Sanford Airport Class D Airspace Area

The Orlando Sanford Airport Class D airspace area is lowered from 3,000 to 1,600 feet MSL. The Orlando Sanford Airport Class D airspace area will include a radius of 4.4 NM from the Orlando Sanford Airport up to but not including 1,600 feet MDL. This airspace modification coincides with lowering the floor of the Class B airspace area in the vicinity of the Orlando Sanford Airport.

The coordinates for this airspace docket are based on North American Datum 83. Class B and Class D airspace areas are published, respectively, in paragraphs 3000 and 5000 of FAA Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR section 71.1. The Class B and Class D airspace areas listed in this document will be subsequently published in this Order.

Regulatory Evaluation Summary

Changes to Federal Regulations must undergo several economic analyses. First, Executive Order 12866 directs that each Federal agency shall propose or adopt a regulation only upon a reasoned determination that the benefits of the intended regulation justify its costs. Second, the Regulatory Flexibility Act (RFA) requires agencies to analyze the economic effect of regulatory changes on small businesses and other small entities. Third, the Office of Management and Budget directs agencies to assess the effect of regulatory changes on international trade. In conducting these analyses, the FAA has determined that this rule: (1) Will generate benefits that justify its minimal costs and is not a "significant regulatory action" as defined in the Executive Order; (2) is not significant as defined in the Department of Transportation's Regulatory Policies and Procedures; (3) will not have a significant impact on a substantial number of small entities, (4) will not constitute a barrier to international trade and (5) will not contain any federal intergovernmental or private sector mandate. These analyses are summarized here in the preamble, and the full Regulatory Evaluation is in the docket.

The FAA will modify the Orlando Class B and the Orlando Sanford Airport Class D airspace areas. The Orlando Class B airspace area modification will maintain the 10,000 feet MSL airspace ceiling and redefine the lateral limits of several of the existing subareas to

improve the management of air traffic operations in the Orlando terminal area. The Orlando Sanford Airport Class D airspace area modification will lower the airspace area from 3,000 to 1,600 feet MSL and will include a radius of 4.4 NM from the Orlando Sanford Airport up to but not including 1,600 feet MSL.

The FAA has determined that the modification of the Orlando Class B and the Orlando Sanford Airport Class D airspace areas will improve the operational efficiency while maintaining aviation safety in the terminal areas. Also, clearer boundary definition and changes to lateral and vertical limits of the subareas will leave additional noncontrolled airspace for VFR aircraft transitioning to and from satellite airports. This rule will impose negligible or no additional cost on airspace users and will potentially reduce circumnavigation costs to some operators.

The final rule will result in no additional administrative or operational cost for personnel and equipment to the agency. Printing of aeronautical charts which reflect the changes to the Class B and Class D airspace areas will be accomplished during a scheduled chart printing, and will result in no additional costs for plate modification and updating of charts. Furthermore, no staffing changes will be required to maintain the modified Class B and Class D airspace area. Potential increase in FAA operations workload can be absorbed by current personnel and equipment.

In view of the negligible cost of compliance, enhanced aviation safety, and improved operational efficiency, the FAA has determined that the final rule will be cost-beneficial.

Final Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 establishes "as a principle of regulatory issuance that agencies shall endeavor, consistent with the objective of the rule and of applicable statutes, to fit regulatory and informational requirements to the scale of the business, organizations, and governmental jurisdictions subject to regulation." To achieve that principal, the Act requires agencies to solicit and consider flexible regulatory proposals and to explain the rationale for their actions. The Act covers a wide-range of small entities, including small businesses, not-for-profit organizations and small governmental jurisdictions.

Agencies must perform a review to determine whether a proposed or final rule will have a significant economic

impact on a substantial number of small entities. If the determination is that it will, the agency must prepare a regulatory flexibility analysis as described in the Act.

However, if an agency determines that a proposed or final rule is not expected to have a significant economic impact on a substantial number of small entities, section 605(b) of the 1980 act provides that the head of the agency may so certify and an RFA is not required. The certification must include a statement providing the factual basis for this determination, and the reasoning should be clear.

The FAA has determined that the final rule will have a de minimus impact on small entities. All commercial and general aviation operators who presently use the Orlando International Airport are equipped to operate within the modified Class B airspace area. As for aircraft that regularly fly through the Orlando Sanford Airport Class D airspace area, since the airport is situated within the established Orlando Mode C Veil, all aircraft should already have the necessary equipment to transition the modified Class B airspace area. Therefore, there will be no additional equipment cost to these entities.

Accordingly, pursuant to the Regulatory Flexibility Act, 5 U.S.C. 605(b), the Federal Aviation Administration certifies that this rule will not have a significant economic impact on a substantial number of small entities.

International Trade Impact Assessment

The final rule will not constitute a barrier to international trade, including the export of U.S. goods and services to foreign countries or the import of foreign goods and services into the United States.

Unfunded Mandates Assessment

Title II of the Unfunded Mandates Reform Act of 1995 (the Act), enacted as Pub. L. 104-4 on March 22, 1995, requires each Federal agency, to the extent permitted by law, to prepare a written assessment of the effects of any Federal mandate in a proposed or final agency rule that may result in the expenditure of \$100 million or more (when adjusted annually for inflation) in any one year by State, local, and tribal governments in the aggregate, or by the private sector. Section 204(a) of the Act, 2 U.S.C. 1534(a), requires the Federal agency to develop an effective process to permit timely input by elected officers (or their designees) of State, local, and tribal governments on a proposed "significant

intergovernmental mandate." A "significant intergovernmental mandate" under the Act is any provision in a Federal agency regulation that will impose an enforceable duty upon State, local, and tribal governments in the aggregate of \$100 million (adjusted annually for inflation) in any one year. Section 203 of the Act, 2 U.S.C. 1533, which supplements section 204(a), provides that, before establishing any regulatory requirements that might significantly or uniquely affect small governments, the agency shall have developed a plan, which, among other things, must provide for notice to potentially affected small governments, if any, and for a meaningful and timely opportunity for these small governments to provide input in the development of regulatory proposals.

This final rule does not contain any Federal intergovernmental or private sector mandates. Therefore, the requirements of Title II of the Unfunded Mandates Reform Act of 1995 do not apply.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3507(d)) there are no requirements for information collection associated with this rule.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 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 14 CFR 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 the Federal Aviation Administration Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

Paragraph 3000—Subpart B-Class B Airspace

* * * * *

ASO FL B Orlando, FL [Revised]

Orlando International Airport (Primary Airport)
(lat. 28°25'44" N., long. 81°18'58"W.)
Orlando VORTAC
(lat. 28°32'34" N., long. 81°20'06"W.)

Boundaries

Area A—That airspace extending upward from the surface to and including 10,000 feet MSL within a radius of 5 NM from the Orlando International Airport.

Area B—That airspace extending upward from 900 feet MSL to and including 10,000 feet MSL beginning at a point of the intersection of Sate Road (S.R.) 423 (John Young Parkway) and Interstate 4, thence northeast along Interstate 4 to the intersection of Interstate 4 and S.R. 441 (Orange Blossom Trail), thence direct to the intersection of Lake Underhill Road and Palmer Street, thence east along Lake Underhill Road to the intersection of Lake Underhill Road and the Central Florida Greenway, thence direct to lat. 28°30'00" N., long. 81°11'00" W., (one mile northwest of the Stanton Power Plant), thence south to the intersection of the ORL VORTAC 14-mile radius arc, thence clockwise along the 14-mile radius arc of the ORL VORTAC to the intersection of S.R. 423, thence north along S.R. 423 to the point of beginning.

Area C—That airspace extending upward from 1,600 feet MSL to and including 10,000 feet MSL beginning at a point of the intersection of the Wekiva River at 28°44'00" N., long. 81°25'30" W., thence north along the Wekiva River to the intersection of lat. 28°50'00" N. Thence east to lat. 28°50'00" N., long. 81°02'30" W., thence south to the intersection of lat. 28°44'00" N., long. 81°02'30" W., thence west to the point of beginning.

Also that airspace north of the Orlando Executive Airport extending upward from 1,600 feet MSL to and including 10,000 feet MSL beginning at a point of the intersection of Interstate 4 and S.R. 423. Thence north along S.R. 423 to the intersection of S.R. 423 and S.R. 441 (Orange Blossom Trail). Thence direct to the intersection of S.R. 434 (Forest City Road) and S.R. 424 (Edgewater Drive), thence north along S.R. 434 to the intersection of S.R. 436 (Altamonte Drive.), thence east along S.R. 436 to the intersection of Hwy 17-92, thence east along lat. 28°39'20" N., to long. 81°11'00" W. Thence south to the intersection of lat. 28°30'00" N., thence northwest direct to the intersection of Lake Underhill Road and S.R. 417 (Central Florida Greenway), thence west along Lake Underhill Road to the intersection of Palmer Street. Thence southwest direct to the intersection of Interstate 4 and the S.R. 441, thence southwest along Interstate 4 to the point of beginning.

Also that airspace south of the primary airport extending upward from 1,600 feet MSL to and including 10,000 feet MSL beginning at a point of the intersection of long. 81°24'06" W., and the ORL VORTAC

14-mile radius arc, thence counterclockwise along the 14-mile radius arc of the ORL VORTAC to the intersection of long. 81°11'00" W., thence south to the intersection of the ORL VORTAC 20-mile radius arc, thence clockwise along the ORL VORTAC 20-mile radius arc to long. 81°24'06" W., thence north to the point of beginning.

Area D—That airspace extending upward from 2,000 feet MSL to and including 10,000 feet MSL beginning at a point of the intersection of Interstate 4 and long. 81°27'30" W., thence north to lat. 28°44'00" N., thence east to long. 81°11'00" W., thence south to lat. 28°39'20" N., thence west to the intersection of S.R. 436 and Hwy 17-92, thence west along S.R. 436 to the intersection of S.R. 436 and S.R. 434, thence south along S.R. 434 to the intersection of S.R. 434 and S.R. 424, thence direct to the intersection of S.R. 423 and S.R. 441, thence south along S.R. 423 to the intersection of the ORL VORTAC 14-mile radius arc, thence counterclockwise along the 14-mile radius arc of the ORL VORTAC to long. 81°24'06" W., thence south to the intersection of the ORL VORTAC 20-mile radius arc, thence clockwise to the intersection of long. 81°27'03" W., thence north to the point of beginning.

Area E—That airspace extending upward from 3,000 feet MSL to and including 10,000 feet MSL beginning at a point of the intersection of lat. 28°44'00" N., long. 81°27'30" W., thence north to the intersection of lat. 28°53'00" N., thence east to the intersection of the MCO Mode C Veil 30-NM radius arc, thence southeast along this arc to the intersection of the power lines at lat. 28°50'20" N., thence southeast along these power lines to lat. 28°44'00" N., thence west to long. 81°02'30" W., thence north to lat. 28°50'00" N., thence west to the intersection of the Wekiva River, thence south along the Wekiva River to lat. 28°44'00" N., thence west to the point of beginning.

Also that airspace extending upward from 3,000 feet MSL to and including 10,000 feet MSL beginning south of the primary airport at a point of the intersection of long. 81°27'30" W. and the ORL 20-mile radius arc, thence counterclockwise along the 20-mile radius arc of the ORL VORTAC to the intersection of long. 81°11'00" W., thence north to the intersection of lat. 28°44'00" N., thence east to the intersection of the Florida Power transmission lines at lat. 28°44'00" N., long. 81°05'20" W., (one half mile west of Southerland Airport), thence south along this power line to the intersection of Highway 50 at lat. 28°32'10" N., long. 81°03'45" W., thence south to the Bee Line Expressway, at lat. 28°27'05" N., long. 81°03'45" W., thence west along the Bee Line Expressway to the intersection of lat. 28°27'00" N., long. 81°04'40" W., thence south to the intersection of the ORL VORTAC 30-mile radius arc, thence clockwise along the 30-mile radius arc of the ORL VORTAC to long. 81°27'30" W., thence north to the point of beginning.

Area F—That airspace extending upward from 6,000 feet MSL to and including 10,000 feet MSL beginning south of the primary airport at the intersection of the ORL VORTAC 30-mile radius arc and long. 81°27'30" W., thence clockwise to the intersection of Highway 27, thence north along Highway 27 to the intersection of Highway 27 and long. 81°45'00" W., thence north along long. 81°45'00" W., to the intersection of the ORL VORTAC 24-mile radius arc, thence clockwise along the 24-mile radius arc to the intersection of lat. 28°53'00" N., thence east to lat. 28°53'00" N., long. 81°27'30" W., thence south to the point of beginning.

Also that airspace extending upward from 6,000 feet MSL to and including 10,000 feet MSL beginning at the Florida Power transmission lines at lat. 28°44'00" N., long. 81°05'20" W., thence east along lat. 28°44'00" N. to the Florida Power transmission lines at lat. 28°44'00" N., long. 80°55'40" W., thence southeast and south along these power lines to the intersection of Highway 50, thence south to the power lines at lat. 28°22'14" N., long. 80°52'30" W., thence southwest along these power lines to the intersection of long. 81°04'40" W., thence north along long. 81°04'40" W., to the intersection of the Bee Line Expressway at lat. 28°27'05" N., long. 81°04'40" W., thence east along the Bee Line Expressway at lat. 28°27'05" N., long. 81°03'45" W., thence north to the intersection of Highway 50 and the Florida Power transmission lines at lat. 28°32'10" N., long. 81°03'45" W., thence north along these power lines to the point of beginning.

* * * * *

Paragraph 5000—Subpart D—Class D Airspace

* * * * *

ASO FL D Sanford, FL

[Revised]

Orlando Sanford Airport, FL [formerly known as the Central Florida Regional Airport
(Lat. 28°46'40" N, long. 81°14'15" W.)

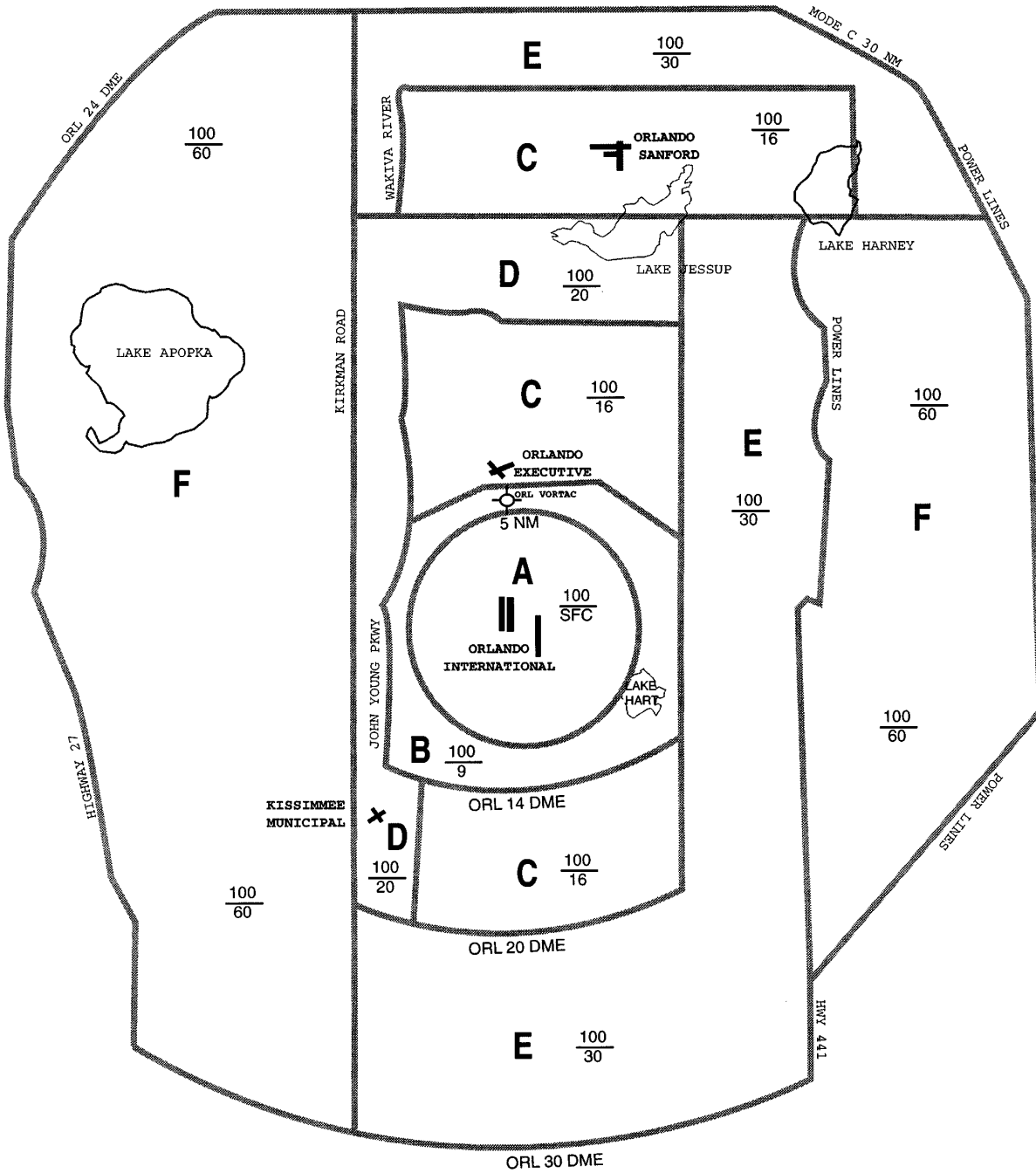
That airspace extending upward from the surface to but not including 1,600 feet MSL within a 4.4-mile radius of the Orlando Sanford Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory/.

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Reginald C. Matthews,
Manager, Airspace and Rules Division.

ORLANDO PROPOSED CLASS B AIRSPACE NOT TO BE USED FOR NAVIGATION



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