

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 91****[Docket No. 28420 Notice No. 95-19]****Proposed Airspace and Flight Operations Requirements for the 1996 Summer Olympic Games, Atlanta, GA****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes a Special Federal Aviation Regulation (SFAR), applicable for the period July 5 through August 11, 1996, to establish temporary flight restricted (TFR) areas overlying the various competition venues for the XXVI Olympic Games. This action also proposes to require slot reservations for arrivals and departures at specified airports in the vicinity of the Olympic Games. The FAA believes this action is necessary for the security of the venues, safe operation and management of aircraft operating to, within, and from these areas, and to prevent any unsafe congestion of sightseeing and other aircraft over the various game sites.

DATES: Comments must be received on or before January 22, 1996. Due to time constraints, the FAA is requiring a 21-day comment period.

ADDRESSES: Send comments on the rule in triplicate to the Federal Aviation Administration, Office of the Chief Counsel, Attn.: Rules Docket (AGC-204, Docket No.), 800 Independence Avenue, SW., Washington, DC 20591, United States of America (USA). Comments may also be sent electronically to the following Internet address: nprmcmts@mail.hq.faa.gov. Comments may be examined in Room 915G, weekdays, between 8:30 a.m. and 5:00 p.m. except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Janet Apple, Air Traffic Rules Branch, ATP-230, Airspace Rules and Aeronautical Information Division, Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC 20591; telephone (202) 267-8783.

SUPPLEMENTARY INFORMATION:**Comments Invited**

Interested persons are invited to participate in this regulatory action 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. Communications should identify the regulatory docket number and be submitted in triplicate to the above specified address. All communications received on or before the closing date for comments will be considered by the Administrator. Commenters who wish the FAA to acknowledge receipt of their comments must submit with those comments a self addressed, stamped postcard on which the following statement is written: "Comments to Docket Number." The postcard will be date/time stamped and returned to the commenter. The provisions in this rule may be changed in the light of comments received. All comments submitted will be available both before and after the closing date for the comments, in the Rules Docket for examination by interested persons. A report summarizing substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Information Center, APA-430, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 426-8058. Communications must identify the notice number of this NPRM. Persons interested in being placed on the mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2 which describes the application procedure.

Comment Period Justification

The FAA is requesting a comment period of 21 days to allow for the incorporation of comments and the expeditious charting of the TFR areas. The early charting of the TFR areas would reduce the potential confusion of pilots since the SFAR restriction will significantly change the normal operating procedures of the affected areas. Furthermore, early charting of the TRF areas would result in security of the Olympic venues, safe operation and management of aircraft, and the prevention of any unsafe congestion of sightseeing and other aircraft over the various game sites and Olympic Villages.

Background/Need for Rulemaking

The 1996 Olympic Games will be held from July 19 through August 4, 1996, primarily in the Atlanta, Georgia, area and will mark the 100th anniversary of the modern Olympic Games. The event

is the largest single, peace-time event in the history of the world. Over 350,000 visitors a day are expected to attend the games. In terms of air traffic demand, the pregame, game, and postgame activities from July 19 through August 4 are expected to generate substantial increases in aircraft operations in the Atlanta area as well as other sites in the United States. Those sites are:

The Olympic Village—Atlanta, GA
 The Olympic Ring—Atlanta, GA
 Wolf Creek Skeet Range—Atlanta, GA
 Atlanta Beach—Jonesboro, GA
 International Horsepark—Covington, GA
 Stone Mountain Park—Stone Mountain, GA
 Lake Sidney Lanier—Gainesville, GA
 Sanford Stadium—Athens, GA
 Golden Park—Columbus, GA
 Lee College—Cleveland, TN
 U.S. Highway 64—Tennessee
 Ocoee River—Tennessee
 Legion Field—Birmingham, AL
 The Olympic Village—Savannah, GA
 Sail Harbor and Wilmington River Transit Zone—Savannah, GA
 Sailing Venue—Savannah, GA
 The Citrus Bowl—Orlando, FL
 The Orange Bowl—Miami, FL
 RFK Stadium—Washington, DC
 The Olympic Village—Davie, FL
 The Olympic Village—Columbus, GA

The Special Federal Aviation Regulation (SFAR)

This notice proposes an SFAR to provide for the security of persons and property in the air and on the ground, and for the safe and efficient movement of air traffic during the Olympic period. To accomplish this goal, the SFAR is designed for flexibility and adaptability.

Traffic Management Arrival/Departure Slot Reservation System

During the busy Olympic period, the FAA must ensure continued safe and efficient use of airspace and air traffic control capacity. To achieve this objective while minimizing disruption to the air traveling public, the FAA proposes an arrival/departure slot reservation system to manage air traffic into and out of key airports in the Atlanta area. The proposed slot reservation system would be applicable to visual flight rules (VFR) arrivals at four specified airports, VFR departures at four specified airports, and to non-scheduled instrument flight rules (IFR) operations at 11 specified airports. As with most special events, airborne holding would not be authorized in lieu of a ground delay. Thus, aircraft without reservations may anticipate lengthy delays at departure airports.

VFR arrival slot reservations are required for: Cobb County-McCollum Field Airport (RYY), Marietta, GA; DeKalb-Peachtree Airport (PDK), Atlanta, GA; Fulton County-Brown

Field Airport (FTY), Atlanta, GA; and Gwinnett County-Briscoe Field Airport (LZU), Lawrenceville, GA.

VFR departure slot reservations are required for: Cobb County Airport-McCollum Field (RYY), Marietta, Ga; DeKalb-Peachtree Airport (PDK), Atlanta, GA; Fulton County-Brown Field Airport (FTY), Atlanta, GA; and Gwinnett County-Briscoe Field Airport (LZU), Lawrenceville, GA.

Non-Scheduled IFR slot reservations are required for:

Non-scheduled IFR slot reservations are required for: Clayton County-Tara Field Airport (4A7), Hampton, GA; Cobb County-McCollum Field Airport (RYY), Marietta, GA; Covington Municipal Airport (9A1), Covington, GA; DeKalb-Peachtree Airport (PDK), Atlanta, GA; Ben Epps Field Airport (AHN), Athens, GA; Peachtree City-Falcon Field Airport (FFC), Peachtree City, GA; Fulton County Airport-Brown Field Airport (FTY), Atlanta, GA; Lee Gilmer Memorial Airport (GVL), Gainesville, GA; Gwinnett County-Briscoe Field Airport (LZU), Lawrenceville, GA; The William B. Hartsfield Atlanta International Airport (ATL), Atlanta, GA; and Richard B. Russell Airport (RMG), Rome, GA.

Beginning July 14, 1996, 7:00 a.m. (EDT), pilots can reserve VFR arrival and departure of IFR arrival and departure slots at these airports by calling 1-800-96FAA96 (963-2296) 24 hours a day. Reservation slots may be reserved no sooner than 72 hours before your estimated time of arrival or departure. Be prepared to provide the following information: Arrival reservations: destination airport, estimated time of arrival, call sign, direction of arrival to the Atlanta area and type aircraft; Departure Reservations: departure airport, estimated time of departure, call sign, destination airport, first fix after departure and type aircraft.

Temporary Flight Restrictions

The FAA proposes to establish TFR areas over the Olympic Villages and competition sites. The establishment of TFR areas over the competition venues would result in the restriction of aircraft operations in these areas, however, access to these areas may be accommodated with an appropriate authorization from the designated using agency. ATC would retain the ability to manage aircraft through the TFR areas in accordance with normal traffic flows.

Operating restrictions within the airspace overlying competition venues are proposed for the period from three hours before to three hours after each event. The additional time that the

restrictions are proposed to be imposed, before and after each match, would accommodate the observation and planning of ground traffic movement as well as facilitate the orderly movement of aircraft in and through the airspace above each event. Flight operations would be restricted within the airspace from the surface to approximately 2500 feet above the ground (AGL) to provide a safe environment.

These TFR areas generally would be circular areas of 1 to 4 NM in radius from the surface to approximately 2,500 AGL. Aircraft operations through, into, or out of these TFR areas would not be allowed during the effective dates and times unless specifically authorized by the designated using agency or ATC.

The locations, dimensions, and effective times of the TFR areas would be published for use by all pilots on air navigation charts and in the Federal Register with specific details disseminated by NOTAM. Requests for access to the airspace areas can be obtained by contacting the using agency for the particular venue as designated via NOTAM.

Certain Olympic venues fall within Class B surface area; specifically, RFK Stadium in Washington, DC and the Orange Bowl in Miami, Fl. These venues will be charted along with those outside of Class B airspace to ensure consistency.

Exceptions

This SFAR would contain provisions to provide flexible and efficient management and control of air traffic, such as the authority to give priority to or exclude from requirements of the special regulation, flight operations dealing with or containing essential military, medical emergency, rescue, law enforcement, public health and welfare, Presidential, Olympic family, and heads of state.

Obtainign U.S. Air Navigation Charts

The following provides information on how to obtain the special air navigation charts for the Olympic Games as well as other air navigation charts for use in the U.S.

The National Ocean Service (NOS) publishes and distributes aeronautical charts of the U.S. National airspace system (NAS). Charts are readily available through a network of sales agents located at and near principal civil airports. Because of the large variety, all NOS products may not be available locally; users can procure these products directly from NOS. Chart prices, subscription rates, and catalogs of related publications are available on request and are obtainable by writing to:

National Oceanic and Atmospheric Administration, National Ocean Service, Distribution Branch, N/CG33, Riverdale, Maryland 20737, USA, Phone (301) 436-6990—General Information (301) 436-6993, Subscription Only: (301) 436-8194—One Time Sales Only.

NOS products will be shipped via United Parcel Service, First Class Mail, or priority package within the U.S. For foreign surface shipment to addresses in other countries, please add 5 percent to the total cost of order. Please write to NOS for a transportation cost quotation if faster foreign delivery is required. All mail order purchases must be accompanied by check or money order made payable to "NOS, Department of Commerce, N/CG33". Remittance must be made in U.S. funds; i.e., by check payable on a U.S. bank, or by international money order. Returned checks will result in cancellation of orders.

Chart sales offices are maintained at the following locations:

National Ocean Service, Chart Sales & Control Data Office, 701 C Street, Anchorage, Alaska 99513, USA

National Ocean Service, Chart Sales Office, 6501 Lafayette Avenue, Riverdale, Maryland 20737, USA

Pacific Marine Center, National Ocean Service, 1801 Fairview Avenue East, Seattle, Washington 98102, USA

Atlantic Marine Center, National Ocean Service, 439 West York Street, Norfolk, Virginia 23510, USA

Chart prices are subject to recomputation, based on cost of production, in accordance with Federal law. Price changes, when required, will be published 60 days in advance of the effective date.

The first of 13 charts that would show some of the Olympic TFR's would be published beginning with a February 1, 1996 effective date.

Notice to Airmen (NOTAM) Information

ATC and air traffic flow management systems will monitor and assess the air traffic demand so that restrictions are kept to an essential minimum. To assure maximum flexibility, the SFAR proposes the issuance of NOTAMs to announce all restrictions and other actions including the lifting of any restrictions taken by the FAA in response to changing airport and air traffic conditions.

Time-critical aeronautical information that is of a temporary nature or is not sufficiently known in advance to permit publication on aeronautical charts or in other operational publications, receives immediate dissemination via the National NOTAM system. All domestic

operators planning flight to the Olympics need to pay particular attention to NOTAM D and Flight Data Center (FDC) NOTAM information. NOTAM D information could affect a pilot's decision to make a flight. NOTAM D pertains to information on airports, runways, navigational aids, radar services, and other information essential to flight. An FDC NOTAM will contain information which is regulatory in nature, such as amendments to aeronautical charts and restrictions to flight. FDC NOTAM and NOTAM D information would also be provided to international operators in the form of International NOTAMs. NOTAMs are distributed through the National Communications Center in Kansas City, Missouri, USA, for transmission to all air traffic facilities having telecommunications access.

Pilots and operators should consult the biweekly Notices to Airmen Domestic/International publication. This publication contains the NOTAM FDC and D NOTAMs. Special information, including graphics, would be published in the biweekly publication several weeks in advance of the Olympics. For more detailed information concerning the NOTAM system, refer to the Aeronautical Information Manual, "Preflight" Section.

Other U.S. Laws and Regulations

Aircraft operators should clearly understand that the proposed SFAR is in addition to other laws and regulations of the U.S. The SFAR would not waive or supersede any U.S. law or obligation. When operating within the jurisdictional limits of the U.S., operators of foreign aircraft must conform with all applicable requirements of U.S. Federal, State, and local governments. In particular, aircraft operators planning flights into the U.S. must be aware of and conform to the rules and regulations established by the:

1. U.S. Civil Aeronautics Board regarding flights entering the U.S.;
2. U.S. Customs Service, Immigration and other authorities regarding customs, immigrations, health, firearms, and imports/exports;
3. U.S. FAA regarding flight in or into U.S. airspace. This includes compliance with Federal Aviation Regulations regarding operations into or within the U.S. through air defense identification zones, and compliance with general flight rules; and
4. Airport management authorities regarding use of airports and airport facilities.

Environmental Effects

This proposed action would establish TFR areas for safety and security purposes and would curtail or limit certain aircraft operations within designated areas at defined dates and times, rather than require aircraft to be operated along specified routings or in accordance with specific procedures. Additionally, this proposed action would be temporary in nature and effective only for the dates and times necessary to provide for the safety and protection of participants and spectators on the ground, as well as law enforcement and security personnel operating in the air at Olympic game venues. ATC would retain the ability to direct aircraft through the restricted areas in accordance with normal traffic flows. The FAA believes, therefore, that the proposed establishment of temporary flight restriction areas would have minimal impact on ATC routings or procedures.

Further, this action would result in a reduction in aircraft activity in the vicinity of the Olympic games by restricting aircraft operations. Therefore, there would be fewer aircraft operations in the vicinity of the Olympic games than would have occurred if the restricted areas were not in place and noise levels associated with that greater aircraft activity would also be reduced. Additionally, aircraft avoiding the restricted areas would not be routed over any particular area. This action would, therefore, not result in any long-term action which would routinely route aircraft over noise-sensitive areas. For the reasons stated above, the FAA concludes that this proposed rule would not significantly affect the quality of the human environment.

International Civil Aviation Organization and Joint Aviation Regulations

In keeping with U.S. obligations under the Convention on International Civil Aviation, it is FAA policy to comply with International Civil Aviation organization Standards and Recommended Practices (SARP) to the maximum extent practicable.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1980 (Pub. L. 96-511), there are no requirements for information collection associated with this proposed regulation.

Regulatory Evaluation

This regulatory evaluation examines the costs and benefits of a proposed SFAR applicable for the period July 19 through August 4, 1996. The SFAR

proposes to establish a TFR overlying the various competition venues for the 1996 Olympic games. This notice also proposes to require slot reservations for arrivals and departures at specified airports in the vicinity of the Olympics. Since the impacts of the proposed change are relatively minor this economic summary constitutes the analysis and no regulatory evaluation will be placed in the docket.

Costs and Benefits

There are two major areas where economic impacts are likely: Slot Reservation System and Temporary Flight Restrictions.

A. Slot Reservation System

During the Olympic period, the FAA must assure the continued safe and efficient use of airspace over the affected areas. To achieve this objective while minimizing disruption to the air traveling public, the FAA proposes an arrival and departure slot reservation system to manage air traffic into and out of airports serving the Olympic Games.

As a result of the slot reservation system some flights may be canceled and others rerouted. The cost of the cancellations would be the value of the flights to airlines and passengers less aircraft operating cost to conduct the flights. Other flights may be diverted to other airports in the Olympic Games area. Diversions would result in additional cost of trips to and from places of intended lodging and possible extra aircraft operation costs. The major economic impact in the case of a diversion would be inconvenience to operators who may have wanted to land at a given airport. Because such occurrences are of limited duration, the FAA believes that costs associated with any diversions from one airport to another in the affected area will probably be small. The additional FAA administrative workload generated by the proposed rule would be absorbed by current personnel and equipment resources. The proposed slot provision would not require any additional air traffic controllers nor additional radar control equipment.

The benefits of the slot reservation system would be better control of the airspace over Atlanta and other areas affected by the Olympics. Arrivals are expected to increase 25 percent during the 3 weeks of the Olympic season. There would be an increased risk of accidents due to this unprecedented congestion in the Atlanta area if greater controls are not implemented. There is also the potential benefit of reduced delay times for operators attempting to land in the Atlanta area. The proposed

slot provision would assure that the FAA will have sufficient capacity to handle the many possible extra flights carrying spectators, athletes, media personnel, and dignitaries during the Olympic period without unnecessary delay.

B. Temporary Flight Restriction Areas

Due to the substantial increase in aircraft operations that are expected in the Atlanta area as well as other sites, the FAA proposes to establish TFR areas over the Olympic village and competition sites. The establishment of TFR's over competition venues would result in the restriction of aircraft operations from the surface to 2500 feet.

The major economic impact of circumnavigation in this case would be inconvenience to operators who may have wanted to operate in the area of the TFR. Because such occurrences are of limited duration and the restricted areas are limited in size, the FAA believes that any circumnavigation costs will be negligible. An aircraft operator could avoid the restricted airspace by flying over it without significantly deviating from their current routes or by circumnavigating the restricted airspace.

The potential benefits of the proposed TFR airspace would be primarily enhanced safety to the public. Enhanced safety would take the form of the reduced possibility of fatalities and property damage as a result of a lowered risk of accidents due to increased positive control of TFR airspace. While benefits cannot be quantified, the FAA believes the benefits are commensurate with the small costs attributed to the temporary inconvenience of the flight restrictions for operators near the TFR.

Regulatory Flexibility Act Determination

The Regulatory Flexibility Act of 1980 (RFA) ensures that government regulations do not needlessly and disproportionately burden small businesses. The RFA requires the FAA to review each rule that may have a significant economic impact on a substantial number of small entities.

The FAA's criteria for a "substantial number" is a number that is not less than 11 and that is more than one third of the small entities subject to the rule. The small entities that could be potentially affected by the implementation of the proposed rule are operators of aircraft for hire owning nine or fewer aircraft. Because of the negligible impact of this regulatory action, the FAA initially determines that this proposed amendment would not have a significant impact on a substantial number of small entities.

Federalism Implications

The proposed regulation set forth 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 proposed regulation would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

International Trade Impact Assessment

The proposal would not constitute a barrier to international trade, including the export of U.S. goods and services to foreign countries and the import of foreign goods and services to the United States. This proposal would not impose temporary costs on aircraft operators. There should be no effect on U.S. or foreign aircraft manufacturers. Therefore, the FAA has determined that the proposed rule would neither have an effect on the sale of foreign aviation products nor services in United States, nor would it have an effect on the sale of U.S. products or services in foreign countries.

Conclusion

For the reasons discussed in the preamble, and based on the findings in the Regulatory Flexibility Determination and the International Trade Impact Assessment, the FAA has determined that this proposed regulation is not a "significant regulatory action" under Executive Order 12866. The FAA has determined that the proposed rule would impose temporary costs on the public. The magnitude of these costs, while undetermined, are negligible. The benefits would be increased aviation safety resulting from a lower risk of accidents due to increased congestion during the Olympics. In addition, the FAA certifies that this proposed regulation would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. This proposed regulation is not considered significant under DOT Order 2100.5, Policies and Procedures for Simplification, Analysis, and Review of Regulations. A Regulatory Flexibility Determination and International Impact Assessment are set out above. Because the economic impact of this proposal is likely to be minimal, no formal regulatory evaluation has been prepared.

List of Subjects in 14 CFR Part 91

Aircraft flight, Airspace, Aviation safety, Air Traffic Control.

The Proposed Special Federal Aviation Regulation (SFAR)

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 91 as follows:

PART 91—[AMENDED]

1. The authority citation for part 91 continues to read as follows:

Authority: 49 USC 106(g), 1155, 40103, 40113, 40120, 44101, 44111, 44701, 44709, 44711, 44712, 44715, 44716, 44717, 44722, 46306, 46315, 46316, 46502, 46504, 46506, 46507, 47122, 47508, 47528–47531; articles 12 and 29 of the Convention on International Civil Aviation 861 stat. 1180.

2. By adding Special Federal Aviation Regulation No. 74 to read as follows:

SFAR No. 74 Airspace and Flight Operations Requirements for the 1996 Summer Olympic Games, Atlanta, Georgia

A. General

1. Each person shall be familiar with all NOTAMs issued pursuant to this SFAR and all other available information concerning that operation before conducting any operation into or out of an airport or area specified in this SFAR or in NOTAMs pursuant to this SFAR. In addition, each person operating an international flight that will enter the U.S. shall be familiar with any international NOTAMs issued pursuant to this SFAR. NOTAMs are available for inspection at operating FAA air traffic facilities and regional air traffic division offices.

2. Notwithstanding any provision of the Federal Aviation Regulations to the contrary, no person may operate an aircraft contrary to any restriction procedure specified in this SFAR or by the Administrator, through a NOTAM issued pursuant to this SFAR.

3. As conditions warrant, the Administrator is authorized to—

(a) Restrict, prohibit, or permit IFR/VFR operations at any airport, terminal, or enroute airspace area designated in this SFAR or in a NOTAM issued pursuant to this SFAR;

(b) Give priority to or exclude the following flights from provisions of this SFAR and NOTAMs issued pursuant to this SFAR:

- (1) Essential military.
- (2) Medical and rescue.
- (3) Essential public health and welfare.
- (4) Presidential and Vice Presidential.
- (5) Flights carrying visiting heads of state.
- (6) Flights in the service of the Olympic Committee and media flights whose planned activities have been coordinated and accredited by the Atlanta Committee for the Olympic Games.
- (7) Law enforcement and security.
- (8) Flights authorized by the Director, Air Traffic Service; and/or

(c) Implement flow control management procedures.

4. For security purposes, the Administrator may issue NOTAMs during the effective period of this SFAR to cancel or modify provisions of this SFAR and NOTAMs issued pursuant to this SFAR if such action is consistent with the safe and efficient use of airspace and the safety and security of persons and property on the ground as affected by air traffic.

5. No person may operate an aircraft to or from an airport listed in this SFAR or NOTAM issued pursuant to this SFAR unless that person complies with the requirements of this SFAR and NOTAMs issued pursuant to this SFAR that are applicable to his/her operations.

B. Slot Reservation System

1. General Description.

Slot reservations for arrivals and departures at specified airports in the vicinity of the Olympic Games are required for the period July 17 through August 6, 1996. The FAA believes this action is necessary for the security of the venues, safe operation and management of aircraft operating to, within, and from these areas, and to prevent any unsafe congestion of sightseeing and other aircraft over the various venues.

2. For purposes of the SFAR:

(a) Airports and airspace areas associated with Olympic activity which require restriction or prohibition of aviation activity will be designated in NOTAMs issued pursuant to this SFAR.

(b) Airports listed below and in NOTAMs issued pursuant to this SFAR are identified as:

VFR Arrival Slot Reservation Airports

Cobb County-McCollum Field Airport (RYY), Marietta, GA
DeKalb-Peachtree Airport (PDK), Atlanta, GA
Fulton County-Brown Airport Field Airport (FTY), Atlanta, GA
Gwinnett County-Briscoe Field Airport (LZU), Lawrenceville, GA

VFR Departure Slot Reservation Airports

Cobb County-McCollum Field Airport (RYY), Marietta, GA
DeKalb-Peachtree Airport (PDK), Atlanta, GA
Fulton County-Brown Airport Field Airport (FTY), Atlanta, GA
Gwinnett County-Briscoe Field Airport (LZU), Lawrenceville, GA

Non-scheduled IFR Slot Reservation Airports

Clayton County-Tara Field Airport (4A7), Hampton, GA
Cobb County-McCollum Field Airport (RYY), Marietta, GA
Covington Municipal Airport (9A1), Covington, GA
DeKalb-Peachtree Airport (PDK), Atlanta, GA
Ben Epps Field Airport (AHN), Athens, GA
Peachtree City-Falcon Field Airport (FFC), Peachtree City, GA
Fulton County Airport-Brown Field Airport (FTY),

Atlanta, GA
Lee Gilmer Memorial Airport (GVL), Gainesville, GA
Gwinnett County-Briscoe Field Airport (LZU), Lawrenceville, GA
The William B. Hartsfield Atlanta International Airport (ATL), Atlanta, GA
Richard B. Russell Airport (RMG), Rome, GA

3. Pilots can reserve VFR arrival or IFR arrival and departure slots at the airports listed in paragraph B.2. of this SFAR by calling 1-800-96FAA96 (963-2296) 24 hours a day beginning July 14, 1996, 7:00 a.m. (EDT). Reservation slots may be reserved no sooner than 72 hours before your estimated time of arrival or departure. Be prepared to provide the following information: Arrival Reservations: destination airport, estimated time of arrival, call sign, direction of arrival to the Atlanta area and type aircraft; Departure Reservations: departure airport, estimated time of departure, call sign, destination airport, first fix after departure and type aircraft.

C. Temporary Flight Restriction Areas

The FAA proposes to establish TFR areas over the Olympic Village and competition sites. The establishment of TFR areas over the competition venues would result in the restriction of aircraft operations in these areas, however, access to these areas may be accommodated with an appropriate authorization from the designated using agency. ATC would retain the ability to manage aircraft through the TFR areas in accordance with normal traffic flows.

Operating restrictions within the airspace overlying competition venues are proposed for the period from 3 hours before to 3 hours after each event. The additional time that the restrictions are proposed to be imposed, before and after each event, would accommodate the observation and planning of ground traffic movement as well as the facilitation of the orderly movement of aircraft in and through the airspace above each event. Flight operations would be restricted within the airspace from the surface to approximately 2500 feet AGL to provide a safe environment.

At the following locations, flight is restricted during the times of designation:

1. The Olympic Village; Atlanta, Georgia.

That airspace within a 1 NM radius of latitude (lat.) 33°46'35" N, longitude (long.) 84°23'52" W (ATL 012R/8.5 NM distance measuring equipment (DME) fix).

Designated altitudes: Surface to but not including 3,500 feet mean sea level (MSL).

Times of Designation: July 6, 1996 to

August 11, 1996, 24 hours per day.

Using agency: Georgia State Patrol.

Contact: SFC W.S. Smith (770) 919-9929.

2. The Olympic Ring; Atlanta, Georgia.

That airspace within a 3 NM radius of lat. 33°45'27" N, long. 84°24'05" W (ATL 013R/7.4 NM DME fix).

Designated altitudes: Surface to but not including 3,500 feet MSL.

Times of Designation: July 19, 1996, from 7:00 p.m. local time to July 20, 1996 at 2:00 a.m.; July 20, 1996 until August 5, 1996, 5:00 a.m. until 2:00 a.m.

Using agency: Georgia State Patrol.
Contact: SFC W.S. Smith (770) 919-9929.
3. Wolf Creek Skeet Range; Atlanta, Georgia.

That airspace within a 1 NM radius of lat. 33°40'12" N long. 84°33'54" W, (ATL 286R/6 NM DME fix).

Designated altitudes: Surface to but not including 2,500 feet MSL.

Times of Designation:

July 20, 1996, from 8:00 a.m. until 8:00 p.m.
July 21, 1996, from 8:00 a.m. until 8:00 p.m.
July 22, 1996, from 8:00 a.m. until 4:30 p.m.
July 23, 1996, from 8:00 a.m. until 7:00 p.m.
July 24, 1996, from 8:00 a.m. until 5:30 p.m.
July 25, 1996, from 8:00 a.m. until 8:30 p.m.
July 26, 1996, from 8:00 a.m. until 7:00 p.m.
July 27, 1996, from 12:00 p.m. until 7:00 p.m.

Using agency: Georgia State Patrol.

Contact: SFC W.S. Smith (770) 919-9929.

4. Stone Mountain Park, Stone Mountain, Georgia.

That airspace within a 3 NM radius of lat. 33°48'24" N, long. 84°08'06" W (PDK 117R/9 NM DME fix).

Designated altitudes: Surface to and including 2,500 feet AGL.

Times of Designation:

July 22, 1996, from 9:00 a.m. until 9:00 p.m.
July 23, 1996, from 9:00 a.m. until 9:00 p.m.
July 24, 1996, from 9:00 a.m. until 9:00 p.m.
July 25, 1996, from 9:00 a.m. until 9:00 p.m.
July 26, 1996, from 9:00 a.m. until 9:00 p.m.
July 27, 1996, from 8:00 a.m. until 9:00 p.m.
July 28, 1996, from 8:00 a.m. until 9:00 p.m.
July 29, 1996, from 8:00 a.m. until 11:00 p.m.
July 30, 1996, from 8:00 a.m. until 11:00 p.m.
July 31, 1996, from 9:00 a.m. until 7:00 p.m.
August 1, 1996, from 9:00 a.m. until 8:00 p.m.
August 2, 1996, from 9:00 a.m. until 9:00 p.m.
August 3, 1996, from 9:00 a.m. until 12:00 a.m.

Using agency: Georgia State Patrol.

Contact: SFC W.S. Smith (770) 919-9929.

5. Atlanta Beach; Jonesboro, Georgia.

That airspace within a 1 NM radius of lat. 30°31'23" N, long. 84°18'39" W (ATL 137R/9 NM DME fix).

Designated altitudes: Surface to but not including 3,500 feet MSL.

Times of Designation:

July 23, 1996, from 6:00 a.m. until 9:00 p.m.
July 24, 1996, from 6:00 a.m. until 9:00 p.m.
July 25, 1996, from 6:00 a.m. until 9:00 p.m.
July 26, 1996, from 6:00 a.m. until 9:00 p.m.
July 27, 1996, from 6:00 a.m. until 9:00 p.m.
July 28, 1996, from 8:00 a.m. until 9:00 p.m.

Using agency: Georgia State Patrol.

Contact: SFC W.S. Smith (770) 919-9929.

6. International Horsepark; Convington, Georgia.

That airspace within a 3 NM radius of lat. 33°40'28" N, long. 83°56'58" W (ATL 084R/24 NM DME fix) excluding that airspace along and south of Interstate 20.

Designated altitudes: Surface to and including 2,500 feet AGL.

Times of Designation:

July 21, 1996, from 9:00 a.m. until 6:00 p.m.
July 22, 1996, from 9:00 a.m. until 6:00 p.m.
July 23, 1996, from 9:00 a.m. until 5:00 p.m.
July 24, 1996, from 8:30 a.m. until 11:00 p.m.
July 25, 1996, from 9:00 a.m. until 4:00 p.m.

July 26, 1996, from 9:00 a.m. until 1:00 p.m.
 July 27, 1996, from 8:00 a.m. until 6:00 p.m.
 July 28, 1996, from 9:00 a.m. until 6:00 p.m.
 July 29, 1996, from 9:00 a.m. until 6:00 p.m.
 July 30, 1996, from 8:00 a.m. until 9:30 p.m.
 July 31, 1996, from 9:00 a.m. until 5:00 p.m.
 August 1, 1996, from 8:00 a.m. until 7:30 p.m.

August 4, 1996, from 9:00 a.m. until 4:00 p.m.
 Using agency: Georgia State Patrol.
 Contact: SFC W.S. Smith (770) 919-9929.
 7. Lake Sidney Lanier; Gainesville, Georgia.

That airspace within a 2 NM radius of lat. 34°21'00" N, long. 83°47'11" W (PDK 042R/38 NM DME fix).

Designated altitudes. Surface to and including 2,500 feet AGL.

Times of Designation:

July 21, 1996, from 8:00 a.m. until 2:00 p.m.
 July 22, 1996, from 8:00 a.m. until 1:30 p.m.
 July 23, 1996, from 8:00 a.m. until 1:00 p.m.
 July 24, 1996, from 8:00 a.m. until 11:30 a.m.
 July 25, 1996, from 8:00 a.m. until 12:30 p.m.
 July 26, 1996, from 8:00 a.m. until 12:30 p.m.
 July 27, 1996, from 7:30 a.m. until 1:30 p.m.
 July 28, 1996, from 7:30 a.m. until 1:30 p.m.

Using agency: Georgia State Patrol.
 Contact: SFC W.S. Smith (770) 919-9929.
 8. Sanford Stadium; Athens, Georgia.

That airspace within a 1 NM radius of lat. 33°56'59" N, long. 83°22'24" W (AHN 258R/2 NM DME fix).

Designated altitudes: Surface to and including 2,500 feet AGL.

Times of Designation:

July 31, 1996, from 2:00 p.m. until 7:00 p.m.
 August 1, 1996, from 9:00 a.m. until 7:00 p.m.
 August 2, 1996, from 9:00 a.m. until 6:00 p.m.
 August 3, 1996, from 12:00 p.m. until 6:00 p.m.

Using agency: Georgia State patrol.
 Contact: SFC W.S. Smith (770) 919-9929.
 9. Golden Park; Columbus, Georgia.

That airspace within a 1 NM radius of lat. 32°27'09" N, long. 84°59'30" W (CSG 172R/10 NM DME fix).

Designated altitudes: Surface to and including 2,500 feet AGL.

Times of Designation:

July 21, 1996, through July 27, 1996, 8:00 a.m. until 11:30 p.m.
 July 29, 1996, from 5:30 p.m. until 11:30 p.m.
 July 30, 1996, from 3:30 p.m. until 11:00 p.m.

Using agency: Columbus Police Department.

Contact: Lt. Butch Beach (706) 596-7237.

10. Olympic Village; Columbus, GA.

That airspace within a 1 NM radius of lat. 32°21'44" N, long. 84°58'15" W (CSG 171R/16 NM DME fix).

Designated altitudes. Surface to and including 2,000 feet AGL.

Times of Designation:

July 5, 1996, through August 8, 1996, when Ft. Benning Class D airspace is not effective.

Using agency: Ft. Benning Provost Marshall.

Contact: Capt. Nason (706) 545-5915.

11. Lee College; Cleveland, Tennessee.

That airspace within a 0.5 NM radius of lat. 35°09'58" N, long. 84°52'13" W (CHA 049R/18 NM DME fix).

Designated altitudes. Surface to and including 2,500 feet AGL.

Times of Designation:

July 6, 1996, from 6:00 a.m. until July 30, 1996, at 12:00 a.m.

Using agency: Ocoee River Venue Law Enforcement Committee (ORVLEC).

Contact: William J. Ferris III (423) 265-3601.

12. U.S. Highway 64; Tennessee.

0.5 NM on either side of U.S. Highway 64 from Cleveland, Lee College, TN., latitude 35°09'58" N, longitude 84°51'13" W, thence following U.S. Highway 64 to latitude 35°04'02" N, longitude 84°27'37" W.

Designated altitudes. Surface to and including 2,500 feet AGL.

Times of Designation:

July 26, 1996, through July 28, 1996, from dawn until dusk

Using agency: ORVLEC.

Contact: William J. Ferris III (423) 265-3601.

13. Ocoee River; Tennessee.

That airspace within a 2 NM radius of lat. 35°04'02" N, long. 84°27'37" W (CHA 080R/34 NM DME fix).

Designated altitudes. Surface to and including 2,500 feet AGL.

Times of Designation:

July 26, 1996, through July 28, 1996, from dawn until dusk

Using agency: ORVLEC.

Contact: William J. Ferris III (423) 265-3601.

14. Legion Field; Birmingham, Alabama.

That airspace within a 1 NM radius of lat. 33°30'42" N, long. 86°50'34" W (VUZ 160R/10 NM DME fix).

Designated altitudes. Surface to 2,000 feet AGL.

Times of Designation:

July 20, 1996, from 3:30 p.m. until 11:00 p.m.
 July 24, 1996, from 10:30 a.m. until 8:30 p.m.
 July 22, 1996, from 3:30 p.m. until 11:00 p.m.
 July 23, 1996, from 1:30 p.m. until 11:30 p.m.
 July 24, 1996, from 3:30 p.m. until 11:00 p.m.
 July 25, 1996, from 2:30 p.m. until 12:30 a.m.

July 26, 1996

July 27, 1996, from 3:30 p.m. until 11:00 p.m.
 July 28, 1996, from 12:00 p.m. until 7:30 p.m.

Using agency: Federal Bureau of Investigation

Contact: Jim Brant (205) 252-7705.

15. The Olympic Village; Savannah, Georgia.

That airspace within a 1 NM radius of lat. 32°04'45" N, long. 81°04'50" W (SAV 158R/6 NM DME fix).

Designated altitudes. Surface to and including 2,000 feet AGL.

Times of Designation: July 6, 1996, until August 7, 1996, 24 hours a day.

Using agency: Chatham County Police Department.

Contact: Capt. Doug Burkhalter (912) 652-6500.

16. Sail Harbor and Wilmington River Transit Zone; Savannah, Georgia.

That airspace within a 1 NM radius of lat. 32°00'20" N, long. 81°00'00" W (SAV 147R/11

NM DME fix). Airspace within a 1 NM radius of the Sheraton Hotel, and airspace over the Wilmington River from this point south to Wassaw Sound.

Designated altitudes. Surface to and including 2,000 feet AGL.

Times of Designation: July 12, 1996, until August 4, 1996, during daylight hours.

Using agency: Chatham County Police Department.

Contact: Capt. Doug Burkhalter (912) 652-6500.

17. Sailing Venue; Savannah, Georgia.

That airspace within a 4 NM radius of lat. 31°55'00" N, long. 80°53'00" W (SAV 141R/19 NM DME fix).

Designated altitudes. Surface to and including 2,000 feet AGL.

Times of Designation: July 22, 1996, until August 1, 1996, during daylight hours.

Using agency: Chatham County Police Department.

Contact: Capt. Doug Burkhalter (912) 652-6500.

18. The Citrus Bowl; Orlando, Florida.

That airspace within a 1 NM radius of lat. 28°32'20" N, long. 81°24'10" W (ORL 260R/4 NM DME fix).

Designated altitudes. Surface to but not including 1,600 feet MSL.

Times of Designation:

July 20, 1996, from 2:00 p.m. until 8:00 p.m.
 July 21, 1996, from 2:00 p.m. until 10:30 p.m.
 July 22, 1996, from 5:00 p.m. until 11:00 p.m.
 July 23, 1996, from 5:00 p.m. until 1:30 p.m.
 July 24, 1996, from 5:00 p.m. until 11:00 p.m.
 July 25, 1996, from 5:00 p.m. until 1:30 p.m.

Using agency: Orange County Sheriff Office.

Contact: Cmdr. Richard Silverman (407) 836-3820.

19. Olympic Village; Davie, FL.

That airspace within a 1 NM radius of lat. 26°04'29" N, long. 80°14'31" W (FLL 266R/05 NM DME fix).

Designated altitudes. Surface to and including 2,000 feet MSL.

Times of Designation:

July 6, 1996, until July 31, 1996, 24 hours a day

Using Agency: Davie Police Department

Contact: Lt. Steve Seefchak (305) 797-1224.

20. The Orange Bowl; Miami, Florida.

That airspace within a 1 NM radius of lat. 25°46'40" N, long. 80°13'12" W (DPH 100R/7 NM DME fix).

Designated altitudes. Surface to and including 2,500 feet MSL.

Times of Designation:

July 20, 1996, from 12:00 p.m. until 11:00 p.m.

July 21, 1996, from 1:00 p.m. until 11:00 p.m.

July 22, 1996, from 4:00 p.m. until 12:00 a.m.

July 23, 1996, from 3:00 p.m. until 1:00 a.m.

July 24, 1996, from 4:00 p.m. until 12:00 a.m.

July 25, 1996, from 3:00 p.m. until 2:00 a.m.

July 27, 1996, from 3:00 p.m. until 11:00 p.m.

July 28, 1996, from 3:00 p.m. until 11:00 p.m.

Using agency. Miami Police Department.
Contact: Capt. Paul Shepard (305) 579-6181.
21. RFK Stadium; Washington, DC.
That airspace with a 1 NM radius of lat. 38°53'23" N, long. 76°58'19" W (DCA 067R/3.5 NM DME fix).
Designated altitudes. Surface to and including 2,500 feet AGL.
Times of Designation:
July 20, 1996, from 11:30 a.m. until 5:30 p.m.

July 21, 1996, from 11:30 a.m. until 8:00 p.m.
July 22, 1996, from 5:00 p.m. until 11:00 p.m.
July 23, 1996, from 5:00 p.m. until 1:30 a.m.
July 24, 1996, from 5:00 p.m. until 11:00 p.m.
July 25, 1996, from 5:00 p.m. until 1:30 a.m.
Using agency: Special Operations Division of the Washington, DC, Metropolitan Police.

Contact: Don Pope (202) 727-4582 or Aviation Division (301) 248-7585.

D. Expiration Date

This SFAR expires on August 12, 1996.
Issued in Washington, DC on December 22, 1995.

Harold W. Becker,

Acting Program Director for Air Traffic Rules and Procedures.

[FR Doc. 95-31490 Filed 12-26-95; 3:50 pm]

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