



[4910-13]

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Docket No. FAA-2018-0138; Airspace Docket No. 18-ASW-5]**

**RIN 2120-AA66**

**Amendment of Class D and E Airspace; Austin, TX; and Establishment of Class E Airspace; Georgetown, TX, and Austin, TX**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action amends Class D airspace at San Marcos Regional Airport, Austin, TX; establishes Class E airspace designated as a surface area at Georgetown Municipal Airport, Georgetown, TX, and San Marcos Regional Airport; and amends Class E airspace extending upward from 700 feet above the surface at San Marco Regional Airport and Lockhart Municipal Airport, Lockhart, TX. This action is at the request of Austin Air Traffic Control Tower (ATCT)/Terminal Radar Approach Control (TRACON) to establish part-time Class E airspace designated as a surface area at Georgetown Municipal Airport and San Marcos Regional Airport and to review the associated airspace for the safety and management of instrument flight rule (IFR) operations at these airports. The name of San Marcos Regional Airport is updated to coincide with the FAA’s aeronautical database, and the outdated term “Airport/Facility Directory” is replaced with the term “Chart Supplement”.

**DATES:** Effective 0901 UTC, November 8, 2018. The Director of the Federal Register approves this incorporation by reference action under Title 1 Code of Federal Regulations part 51, subject

to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

**ADDRESSES:** FAA Order 7400.11B, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [http://www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/).

For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC 20591; telephone: (202) 267-8783. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11B at NARA, call (202) 741-6030, or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

**FOR FURTHER INFORMATION, CONTACT:** Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5711.

**SUPPLEMENTARY INFORMATION:**

**Authority for this Rulemaking**

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it amends Class D airspace at San Marcos Regional Airport, Austin, TX; establishes Class E airspace designated as a surface area at

Georgetown Municipal Airport, Georgetown, TX, and San Marcos Regional Airport; and amends Class E airspace extending upward from 700 feet above the surface at San Marco Regional Airport and Lockhart Municipal Airport, Lockhart, TX, to support IFR operations at these airports.

### **History**

The FAA published a notice of proposed rulemaking (NPRM) in the FEDERAL REGISTER (83 FR 25971; June 5, 2018) for Docket No. FAA-2018-0138 to amend Class D airspace at San Marcos Regional Airport, Austin, TX; establish Class E airspace designated as a surface area at Georgetown Municipal Airport, Georgetown, TX, and San Marcos Regional Airport; and amend Class E airspace extending upward from 700 feet above the surface at San Marco Regional Airport and Lockhart Municipal Airport, Lockhart, TX. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class D and E airspace designations are published in paragraphs 5000, 6002, and 6005, respectively, of FAA Order 7400.11B, dated August 3, 2017, and effective September 15, 2017, which is incorporated by reference in 14 CFR 71.1. The Class D and E airspace designations listed in this document will be published subsequently in the Order.

### **Availability and Summary of Documents for Incorporation by Reference**

This document amends FAA Order 7400.11B, Airspace Designations and Reporting Points, dated August 3, 2017, and effective September 15, 2017. FAA Order 7400.11B is publicly available as listed in the ADDRESSES section of this document. FAA Order 7400.11B lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

### **The Rule**

This amendment to Title 14, Code of Federal Regulations (14 CFR) part 71:

Amends the location in the header of the airspace legal description of the Class D airspace from San Marcos, TX, to Austin, TX, to coincide with the FAA's aeronautical database; amends the radius to within a 4.3-mile radius (increased from a 4.2-mile radius) of San Marcos Regional Airport (formerly San Marcos Municipal Airport), Austin, TX; adds an extension 1.0 mile each side of the 306° bearing from the San Marcos Regional: RWY 13-LOC extending from the 4.3-mile radius to 4.6 miles northwest of the airport; updates the name of the airport to coincide with the FAA's aeronautical database; and makes an editorial change to the airspace legal description replacing "Airport/Facility Directory" with "Chart Supplement";

Establishes Class E airspace designated as a surface area within a 4.3-mile radius of San Marcos Regional Airport, Austin, TX, with an extension 1.0 mile each side of the 306° bearing from the San Marcos Regional: RWY 13-LOC extending from the 4.3-mile radius to 4.6 miles northwest of the airport; and with an extension 1.0 mile each side of the 313° bearing from the airport from the 4.3-mile radius to 5.0 miles northwest of the airport; and with an extension 1.0 mile each side of the 268° bearing from the airport from the 4.3-mile radius to 4.4 miles west of the airport; and with an extension 1.0 mile each side of the 358° bearing from the airport from the 4.3-mile radius to 4.4 miles north of the airport;

Establishes Class E airspace designated as a surface area within a 4.1-mile radius of Georgetown Municipal Airport, Georgetown, TX; and

Amends the location in the header of the airspace legal description of the Class E airspace extending upward from 700 feet above the surface from San Marcos, TX, to Austin, TX, to coincide with the FAA's aeronautical database; amends the radius to within a 6.8-mile radius (increased from a 6.7-mile radius) of San Marcos Regional Airport (formerly San Marcos

Municipal Airport), Austin, TX; amends the extension to the northwest of the airport to 12.0 miles (increased from 11.1 miles); amends the extension to the east of the airport to 10.5 miles (increased from 10.4 miles); amends the extension to the southeast of the airport to 9.7 miles (increased from 9.6 miles); amends the extension to the south of the airport to 10.5 miles (increased from 10.4 miles); and amends the radius to within 6.4-miles (increased from a 6.3-mile radius) of Lockhart Municipal Airport, Lockhart, TX, included in the Austin, TX, airspace legal description.

This action is at the request of Austin ATCT/TRACON to establish part-time Class E airspace designated as a surface areas at Georgetown Municipal Airport and San Marcos Regional Airport and to review the associated airspace for the safety and management of IFR operations at these airports.

### **Regulatory Notices and Analyses**

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, is non-controversial and unlikely to result in adverse or negative comments. 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 only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

### **Environmental Review**

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures,” paragraph 5-6.5.a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

### **Lists 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, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS**

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

**Authority:** 49 U.S.C. 106(f), 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 FAA Order 7400.11B, Airspace Designations and Reporting Points, dated August 3, 2017, and effective September 15, 2017, is amended as follows:

Paragraph 5000. Class D Airspace.

\* \* \* \* \*

**ASW TX D Austin, TX [Amended]**  
 San Marcos Regional Airport, TX  
 (lat. 29°53'34"N., long. 97°51'47"W.)  
 San Marcos Regional: RWY 13-LOC  
 (lat. 29°53'03"N., long. 97°51'15"W.)

That airspace extending upward from the surface to and including 3,100 feet MSL within a 4.3-mile radius of San Marcos Regional Airport, and within 1.0 mile each side of the San Marcos Regional: RWY13-LOC extending from the 4.3-mile radius to 4.6 miles northwest of the airport, and within 1.0 mile each side of the 313° bearing from the airport extending from the 4.3-mile radius to 5.0 miles northwest of the airport, and within 1.0 mile each side of the 268° bearing from the airport extending from the 4.3-mile radius to 4.4 miles west of the airport, and within 1.0 mile each side of the 358° bearing from the airport extending from the 4.3-mile radius to 4.4 miles north of the airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continually published in the Chart Supplement.

Paragraph 6002. Class E Airspace Areas Designated as Surface Areas.

\* \* \* \* \*

**ASW TX E2 Austin, TX [New]**

San Marcos Regional Airport, TX  
 (lat. 29°53'34"N., long. 97°51'47"W.)  
 San Marcos Regional: RWY 13-LOC  
 (lat. 29°53'03"N., long. 97°51'15"W.)

That airspace extending upward from the surface to and including 3,100 feet MSL within a 4.3-mile radius of San Marcos Regional Airport, and within 1.0 mile each side of the San Marcos Regional: RWY13-LOC extending from the 4.3-mile radius to 4.6 miles northwest of the airport, and within 1.0 mile each side of the 313° bearing from the airport extending from the 4.3-mile radius to 5 miles northwest of the airport, and within 1.0 mile each side of the 268° bearing from the airport extending from the 4.3-mile radius to 4.4 miles west of the airport, and within 1.0 mile each side of the 358° bearing from the airport extending from the 4.3-mile radius to 4.4 miles north of the airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continually published in the Chart Supplement.

\* \* \* \* \*

**ASW TX E2 Georgetown, TX [New]**

Georgetown Municipal Airport, TX  
 (lat. 30°40'44"N., long. 97°40'46"W.)

That airspace extending upward from the surface to and including 3,300 feet MSL within a 4.1-mile radius of Georgetown Municipal Airport. This Class E airspace is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Chart Supplement.

Paragraph 6005. Class E Airspace Areas Extending Upward From 700 Feet Or More Above The

Surface of The Earth.

\* \* \* \* \*

**ASW TX E5 Austin, TX [Amended]**

San Marcos Regional Airport, TX

(lat. 29°53'34"N., long. 97°51'47"W.)

Lockhart Municipal Airport, TX

(lat. 29°51'01"N., long. 97°40'21"W.)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of San Marcos Regional Airport, and within 2 miles each side of the 268° bearing from the airport extending from the 6.8-mile radius to 13.1 miles west of the airport, and within 2 miles each side of the 313° bearing from the airport extending from the 6.8-mile radius to 12.0 miles northwest of the airport, and within 2 miles each side of the 088° bearing from the airport extending from the 6.8-mile radius to 10.5 miles east of the airport, and within 2 miles each side of the 133° bearing from the airport extending from the 6.8-mile radius to 9.7 miles southeast of the airport, and within 2 miles each side of the 178° bearing from the airport extending from the 6.8-mile radius to 10.5 miles south of the airport, and within a 6.4-mile radius of Lockhart Municipal Airport.

Issued in Fort Worth, Texas, on August 22, 2018.

Walter Tweedy,

Acting Manager, Operations Support Group,

ATO Central Service Center.

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