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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2026-5281; Airspace Docket No. 26-AWA-1]

RIN 2120-AA66

Amendment of Class C Airspace; President Donald J. Trump International Airport, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend Class C airspace at the President Donald J. Trump International Airport (DJT), West Palm Beach, FL. The FAA is proposing this action to enhance the efficient management of air traffic operations and reduce the potential for midair collision in the West Palm Beach, FL, terminal area.

DATES: Comments must be received on or before [INSERT DATE 60 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER.]

ADDRESSES: Send comments identified by FAA Docket No. FAA-2026-5281 and Airspace Docket No. 26-AWA-1 using any of the following methods:

* Federal eRulemaking Portal: Go to www.regulations.gov and follow the online instructions for sending your comments electronically.

* Mail: Send comments to Docket Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W58-213, West Building, 5th Floor, Washington, DC 20590.

* Hand Delivery or Courier: Take comments to Docket Operations in Room W58-213 of the West Building, 5th Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

* Fax: Fax comments to Docket Operations at (202) 493-2251.

Docket: Background documents or comments received may be read at www.regulations.gov at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W58-213 of the West Building, 5th Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FAA Order JO 7400.11M, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Airspace Regulation Group, Operational Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT: Ashley Toth, Airspace Regulation Group, Operational Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

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 the 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 would modify the airspace structure as necessary to enhance the safe and efficient flow of air traffic within the West Palm Beach, FL, terminal area.

Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most

helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.dot.gov/privacy.

Availability of Rulemaking Documents

An electronic copy of this document may be downloaded through the Internet at www.regulations.gov. Recently published rulemaking documents can also be accessed through the FAA's web page at www.faa.gov/air_traffic/publications/airspace_amendments/.

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Operations office (see **ADDRESSES** section for address, phone number, and hours of operations). An informal docket may also be examined during normal business hours at the office of the Eastern Service Center, Federal Aviation Administration, Room 210, 1701 Columbia Avenue, College Park, GA 30337.

Incorporation by Reference

Class C airspace areas are published in paragraph 4000 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document proposes to amend the current version of that order, FAA Order JO 7400.11M, dated July 30, 2026, and effective September 15, 2026. These updates would be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11M, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

Background

On May 14, 2026, the FAA published a final rule for Docket No. FAA-2026-4532 in the *Federal Register* (91 FR 27198), amending 14 CFR part 71 to change the airport name "Palm Beach International Airport (PBI)" to "President Donald J. Trump International Airport (DJT)". This docket reflects the new airport name; however, the information gathered while the airport was previously named PBI is unchanged.

DJT is located three miles west of the city of West Palm Beach, FL. DJT's air traffic control (ATC) facility consists of a combined Airport Traffic Control Tower (ATCT) and Terminal Radar Approach Control (TRACON) facility operating 24 hours a day. Palm Beach County Park Airport (LNA) is a non-towered reliever airport located approximately five miles south of DJT.

The airspace surrounding DJT and LNA is complex and crowded due to the proximity of the two airports. There are 6 airports with operational ATCTs and 19 non-towered satellite airports near DJT managed by DJT ATC. March is traditionally the busiest month for DJT, and aircraft traffic reached an all-time high in March 2023 with operations increasing to 20,500 in that month, up from 13,900 in March 2020. Additionally, general aviation (GA) activity from other airports near DJT has increased. This includes LNA, William P Gwinn Airport (06FA), Willis Airport (FA44), Wellington Aero Club Airport (FD38), Boca Raton Airport (BCT), North Palm Beach County General Aviation Airport (F45), and other private air parks in the local area.

This increase in operations led the FAA to conduct a staff study in August of 2023, which demonstrated a need for modification of the existing Class C airspace.

Additionally, via a separate and unrelated rulemaking action, the FAA recently published an NPRM proposing to establish Special Air Traffic Rules under 14 CFR part 93 in the airspace near DJT under Docket No. FAA-2026-10827 (91 FR 56380; Sept. 2, 2026). The safety concerns leading to the proposed modification of DJT Class C airspace predated the proposal of establishing Special Air Traffic Rules under part 93. The FAA reviewed the data in Docket No. FAA-2026-10827, as well as changes made to DJT's departure and arrival procedures implemented in October 2025 and January 2026, and concluded that those changes do not impact the proposed modifications to DJT Class C airspace. The proposed Special Flight Rules Area and the aforementioned adjustments to flight paths impact airspace and operations well within the inner ring of Class C airspace (Area A), whereas this proposal would modify portions of the airspace farther out where those changes have no impact.

Class C Airspace

Class C airspace areas are designated under 14 CFR part 71 by rulemaking to improve aviation safety by reducing the risk of midair collisions in the terminal area and enhancing the management of air traffic operations therein. Class C airspace is designed to keep ATC informed of all aircraft operating within the Class C airspace. Pilots are required to establish two-way radio communications with ATC prior to entering Class C airspace, and they must maintain communications with ATC while operating within it. In addition, pursuant to 14 CFR §§ 91.215 and 91.225, no person may operate an aircraft within Class C airspace unless the aircraft is equipped with an operational transponder and Automatic Dependent Surveillance – Broadcast (ADS-B) Out.

To qualify for Class C airspace, an airport must be served by an operational ATCT and a radar approach control, and meet one of the following criteria: (1) an annual instrument operations count of 75,000 at the primary airport; (2) an annual instrument operations count of

100,000 at the primary and secondary airports; or (3) an annual count of 250,000 enplaned passengers at the primary airport.[1]

DJT continues to qualify as a candidate for Class C airspace based on its annual instrument operations count and annual enplaned passenger count. DJT's annual instrument operations count for calendar year (CY) 2025 (the latest year for which validated figures are available) was 142,912, and enplaned passenger count for CY 2024 (the latest year for which validated figures are available) was 4,127,211. Other factors that the FAA considered are airspace complexity and the potential for midair collision in the terminal area.

Need for Amendment of Class C Airspace at DJT

Due to congestion in the airspace, a sampling was conducted from February 16, 2023, to March 23, 2023, to document instances where an aircraft receiving ATC services into or out of DJT needed to be assigned a nonstandard climb, descent, or vector to avoid conflict with nonparticipating aircraft.[2] During the 36-day sampling period over 115 instances were recorded. This data suggests that the existing Class C airspace does not adequately support the volume of aircraft operating in the congested DJT terminal area. Since participation in Class C services is voluntary on the part of pilots operating under visual flight rules (VFR) when they are operating outside of the Class C airspace, ATC does not have an adequate level of flight information or control required to safely separate aircraft operating under instrument flight rules (IFR) and these nonparticipating VFR aircraft operating in this complex airspace environment.

Nonparticipating aircraft operating under VFR that are not in contact with ATC routinely operate in the areas adjacent to DJT's Class C airspace, and in doing so, they cross DJT arrival and departure corridors and make unexpected heading and altitude changes. These aircraft frequently operate at altitudes that, while outside of the current DJT Class C airspace, may cause them to converge and conflict with aircraft arriving or departing DJT. As a result, ATC must

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[1] *See* FAA Order JO 7400.2, paragraph 16-2-1.

[2] Nonparticipating aircraft are those whose pilots are not in communication with ATC and, therefore, are not receiving ATC services.

alter the flight path or altitude of the aircraft they are providing services to, which disrupts the orderly flow of traffic arriving to and departing from DJT. Additionally, ATC workload is increased by the need for additional vectoring or altitude changes of DJT arrivals and departures to ensure separation from these nonparticipating VFR aircraft. Under this proposal, DJT's Class C airspace would be expanded within the area west of DJT along DJT's primary arrival and departure corridors. This change and expanded volume of Class C airspace would require VFR aircraft operating in this area to establish contact with ATC to ensure controllers are aware of pilot intentions and promote increased safety and efficiency.

In addition, there were more than 20 Air Traffic Safety Action Program (ATSAP) reports filed by air traffic controllers during the 36-day period of data sampling. The ATSAP program is a voluntary reporting system for air traffic controllers to report safety concerns to the FAA. These ATSAP reports indicated that aircraft on downwind to and on the final approach course to DJT runways 10L, 10R, and 14 were either taken off an approach or issued a climb or descent to de-conflict with nonparticipating aircraft.

Benefits of Modifying the DJT Class C Airspace Area

All pilots would benefit from the enhanced safety provided by Class C services, which include the separation of aircraft, traffic advisories, and safety alerts. Class C airspace enhances safety by lessening the likelihood of DJT arrivals and departures encountering nonparticipating VFR aircraft, thereby reducing the potential for midair collision. It also decreases the workload for air traffic controllers by minimizing the need to vector arrivals and departures to avoid conflicts with nonparticipating VFR aircraft. Furthermore, it would minimize disruptions to the orderly flow of arrivals and departures to ensure pilots can fly stabilized approaches during a critical phase of flight.

Pre-NPRM Public Input

On October 19, 2023, the FAA approved the formation of an Ad Hoc Committee (Committee) to seek input and recommendations from representatives of affected aviation users

for the FAA to consider in designing a proposed modification to the Class C airspace at DJT. The Committee consisted of a diverse sampling of local aviation operators and organizations, including representatives from the Aircraft Owners and Pilots Association, Soaring Society of America, Air Line Pilots Association, pilots from the local airports and flight schools, and others. The initial Committee meeting was held on December 7, 2023, in Palm Beach, FL, and had over 40 attendees in person and over 60 virtual attendees participating on the Zoom platform.

The initial Class C airspace proposed modification presented to the Committee would have modified the lateral limit of Area A from 5 nautical miles (NM) to 6 NM; raised the vertical limit of the Class C airspace from 4,000 feet mean sea level (MSL) to 5,000 feet MSL; modified the shape and vertical limit of Area C to protect the DJT Runway 10L and Runway 28R downwind and final approach courses; created Area D, an outer shelf from 1,600 feet MSL to 5,000 feet west of DJT and south of FA2; created Area E, an outer shelf starting from 15 NM to 25 NM west of DJT at 2,500 feet MSL to 5,000 feet MSL to alleviate traffic conflicts from nonparticipating aircraft; and created Area F, an outer shelf starting from 10 NM to 15 NM east of DJT with a width of 7 NM on both sides of final approach course for Runway 28R and with a floor of 1,200 feet MSL and a ceiling of 5,000 feet MSL.

Ad Hoc Committee Recommendations

The Committee's final report was submitted to the FAA on May 29, 2024. The Committee made 11 recommendations regarding the modification of DJT Class C airspace. All bearings and radials are true and are applied from point of origin and all mileages are stated as NM.

Recommendation 1: The Committee recommended that the FAA should comply with FAA Order JO 7400.2, Procedures for Handling Airspace Matters, Chapter 16, which lays out the planning and processing of Class C airspace proposals. Specifically, the Committee was concerned with the FAA's compliance with paragraph 16-1-2 of the order, which requires that the FAA determine whether nonrulemaking alternatives could resolve the identified operational

or safety issues prior to initiating rulemaking. The Committee also emphasized compliance with paragraph 16-2-3(c), which requires that the FAA justify any variation from the standard Class C airspace design lateral and vertical limits.

The FAA is committed to following FAA Order JO 7400.2 throughout the process of proposing and implementing modifications to the Class C airspace for DJT. It complied with the requirements to explore nonrulemaking alternatives and to justify nonstandard lateral and vertical limits.

First, DJT ATC explored numerous nonrulemaking alternatives to enhance safety and efficiency within the Class C airspace surrounding the airport. As part of these efforts, DJT ATC conducted 9 pilot briefings to educate pilots on best practices for navigating DJT Class C airspace. Additionally, it organized 28 facility tours that included discussions on operational challenges in the surrounding airspace. Collaboration with the Flight Standards District Office allowed DJT ATCT to participate in outreach briefings focused on air traffic control airspace procedures. In partnership with the FAA Safety Team, it also produced a “From the Flight Deck” video and a Pilot Flying Handbook to inform the local pilot community about DJT airspace.

A comprehensive airspace analysis conducted in 2020-2021 led to a re-sectorization and redesign of the airspace to improve safety and accommodate new procedures as part of the Florida Metroplex project, as well as the implementation of new Standard Terminal Arrival Routes (STAR) and Standard Instrument Departures (SID). The FAA initiated extensive training programs for air traffic controllers, including simulated lab scenarios and face-to-face briefings that covered traffic alerts, Traffic Alert and Collision Avoidance System (TCAS) events, and best practices for managing airspace volume and nonparticipating VFR traffic.

The FAA implemented modifications to instrument procedures and enhanced pilot/controller education programs to improve operational safety. The FAA facilitated stakeholder engagement through briefings and updated training materials, including a video for local aviation stakeholders that described the airspace structure and challenges. Furthermore, the

FAA developed a specialized FAA pilot handbook for DJT. DJT ATC uses VFR transition areas documented in the facility standard operating procedures which facilitate safer airspace transition, and they continue to explore the possibility to include these routes on sectional charts for pilots to see. These initiatives aimed to proactively address safety risks, improve communication, and enhance the overall management of DJT's airspace without resorting to formal rulemaking processes. Despite these efforts, the frequency of conflict events remained elevated, indicating that nonrulemaking measures alone were insufficient.

Second, the DJT ATCT staff study justifies this proposed non-standard Class C airspace modification to address safety concerns identified by the facility. A sampling was conducted from February 16, 2023, to March 23, 2023, that revealed significant safety concerns in the airspace. Over this 36-day period, more than 115 instances were documented that required ATC to maneuver aircraft to which they were providing services to avoid conflicts with nonparticipating aircraft. Additionally, more than 20 ATSAP reports highlighted frequent occurrences where aircraft on downwind and final approach courses to DJT had to be taken off their approach or issued climb or descent instructions to deconflict them from nonparticipating aircraft. Nonstandard turns or altitude changes given to aircraft arriving or departing DJT disrupt the safe and orderly flow of air traffic. These aircraft were often on a collision course with nonparticipating aircraft. In response, air traffic controllers had to act proactively by implementing nonstandard maneuvers to prevent mid-air collisions.

Recommendation 2: The Committee recommended that the FAA study facility staffing levels and increase them, if necessary; evaluate operational staffing procedures; and investigate how often pilots are denied ATC services for aircraft operating in the vicinity of the DJT.

The 2023 staff study concluded that the workload changes expected from the proposed modification of the Class C airspace are manageable within current staffing models. The study also determined that operational staffing procedures, including sectorization, or de-combining positions, are based on real-time traffic demand and complexity.

Furthermore, an evaluation of participating versus non-participating VFR aircraft transitioning the Class C airspace found that appropriate ATC services were being provided.

Recommendation 3: The current Class C airspace at DJT is divided into three segments: Area A, Area B, and Area C. Area A is currently a 5-mile radius around DJT, excluding a cutout area around LNA. The Committee recommended expanding the radius of Area A to 6-mile radius, continuing to exclude a cutout area around LNA. In contrast, some members of the Committee suggested expanding Area A to the west by only 1 mile and adding a VFR corridor over the top of DJT from 2,000 feet MSL to 2,500 feet MSL. A VFR corridor in the context of this recommendation would essentially be a tunnel through the Class C airspace. The requested corridor would be designated as Class E airspace where a pilot could fly through the area and not be required to establish two-way radio communication with ATC or receive ATC services.

The FAA concurred with the Committee's recommendation to expand the radius of Area A to 6 miles. The FAA disagreed with the recommendation to expand Area A only to the west because doing so would not support the goal of the proposal to reduce the potential for midair collision for aircraft arriving at DJT that are established on the final approach course for Runway 28R and DJT departure dispersal areas to the north and east.

The FAA also disagreed with the recommendation to establish a north-south VFR corridor over DJT because doing so would prevent the safe transition of aircraft descending on each downwind to Runway 10L and Runway 28R. Moreover, DJT ATCT currently utilizes standard transition routes for VFR aircraft operating in the Class C airspace to pass north and south over the DJT's Class C airspace. Aircraft are typically transitioned overhead DJT at 2,000 feet MSL or 2,500 feet MSL, or over the shoreline at or below 1,000 feet MSL, both of which are within Class C airspace. DJT ATC is pursuing publication of these standard VFR routes to help reduce the number of radio transmissions needed for transitioning the Class C airspace.

Recommendation 4: Area C currently consists of the airspace extending upward from 1,200 feet MSL to and including 4,000 feet MSL within a 10-mile radius of DJT, excluding

Area B. When the Committee met, the proposal included creating an Area F, adjacent to the east side of Area C, that would include the airspace from 10 miles to 15 miles east of DJT with a width of 7 miles on both sides of final approach course for Runway 28R and with a floor of 1,200 feet MSL to a ceiling of 5,000 feet MSL.

The Committee recommended raising the proposed floor of the eastern side of Area F from 1,200 feet MSL to 2,500 feet MSL. Meanwhile, some members of the Committee suggested eliminating the proposal to create Area F to the east of DJT beyond existing Area C's current 10-mile lateral limit, arguing that it would obstruct southeast-bound aircraft traveling along the shoreline.

Initially, upon evaluating the recommendations, the FAA agreed to raise the floor of the proposed extension on the eastern side of Area F to 2,500 feet MSL. However, it was ultimately determined that this eastern addition of Area F was not needed, so it was eliminated from the proposal.

Recommendation 5: The Committee recommended that the FAA conduct an environmental study to assess the impact of the proposed Class C airspace modification on the Arthur R. Marshall Loxahatchee National Wildlife Refuge area.

The FAA is required to complete an environmental review pursuant to the National Environmental Policy Act as part of the Class C airspace modification process. For further information, see the **Environmental Review** section of this document.

Recommendation 6: The current Class C airspace consists of a 5-mile radius circle and a 15-mile radius circle centered on DJT. The proposal presented to the Committee would modify the lateral limit of existing Area A from a 5-mile radius to a 6-mile radius and would establish Area D and Area E, two shelves starting from 15 miles to 25 miles west of DJT. The Committee suggested only extending the current Class C airspace 15 miles west and 6 miles wide on both sides of the final approach course to Runway 10L, from 2,500 feet MSL to 5,000 feet MSL.

This recommendation was not accepted as the proposed modification would not support

the goal of the proposal to reduce the potential for midair collision for aircraft arriving at DJT on downwind, base leg, and final approach courses to Runway 10L with nonparticipating VFR aircraft.

Recommendation 7: Currently, FD38 falls entirely outside the lateral boundaries of the DJT Class C airspace. However, with the initially proposed modification, FD38 would fall under the proposed Area D shelf, which would start 15 miles west of DJT and extend from 2,500 feet to 5,000 feet MSL. The Committee recommended increasing the proposed floor altitude of Area D above FD38 to allow jets and turboprops to fly at pattern altitude without entering Class C airspace. DJT ATCT agreed with these recommendations and raised the proposed floor of Class C airspace over FD38 from the initial proposal of 2,500 feet to 2,600 feet MSL.

Recommendation 8: The initial proposal included the creation of three shelves of Class C airspace; Area D, Area E, and Area F. Rather than creating these shelves, the Committee recommended only creating additional Class C airspace 1 mile on both sides of the final approach course to Runway 10L at DJT, from 10 miles to 15 miles west of DJT, with a floor of 1,600 feet MSL to a ceiling of 4,000 feet MSL.

The FAA declined this recommendation as it would not support the goal to reduce the potential for midair collision for aircraft on downwind, base, and final approach courses to Runway 10L and Runway 10R at DJT with nonparticipating VFR aircraft. The additional Areas created within this proposal allow ATC to be in communication with VFR aircraft and ensure separation with aircraft arriving and departing DJT during critical stages of flight, eliminating unnecessary vectors and altitude changes for nonparticipating VFR aircraft.

Recommendation 9: The initial proposal included creating an Area E that would be an outer shelf starting from 15 miles to 25 miles west of DJT from 2,500 feet MSL to 5,000 feet MSL to alleviate traffic conflicts with nonparticipating VFR aircraft. The Committee recommended eliminating the proposed Area E because it would limit the area in which aircraft unequipped with ADS-B Out could operate around DJT, specifically in regard to glider

operations that regularly operate in or transit the DJT area west of the existing Class C airspace.

The FAA declined the recommendation to fully remove the proposed Area E as it is needed to support the goal to reduce the potential for midair collision for aircraft on downwind, base, and final approach courses to Runway 10L and Runway 10R at DJT with nonparticipating VFR aircraft. In addition, a vast amount of airspace still available for gliders remains unchanged with the proposed modification. Gliders operating out of F45 and FA44 would still be able to operate outside or underneath the proposed Class C outer areas without the need to communicate with DJT ATC. However, the FAA adopted the recommendation in part, by reducing the western boundary of proposed Area E from 25 miles west of DJT to 22 miles west of DJT to allow for operations of aircraft not equipped with ADS-B Out.

Recommendation 10: The initial proposal made to the Committee included the creation of an Area D shelf starting from 15 miles to 25 miles west of DJT. This would place the Area D shelf less than 5 miles from the southern border of 06FA. The Committee recommended altering the proposed lateral boundary of Area D to be no closer than 5 miles from the southern border of 06FA to minimize the impact to the airport's operations.

The FAA concurred, and the northern lateral boundary of proposed Area D was moved further to the south.

Recommendation 11: The initial proposal made to the Committee included the creation of Area D and Area E starting from 15 miles to 25 miles west of DJT. The Committee recommended narrowing the north-south extent of proposed Area D and Area E and aligning their northern boundaries to simplify the shape of the lateral boundary while allowing for more airspace for non-participating VFR operations.

The FAA concurred with aligning the northern boundaries of proposed Area D and Area E and moving the aligned boundaries to the south. However, the southern boundaries of proposed Area D and Area E could not be moved northward as they are needed to support the goal to reduce the potential for midair collision for aircraft on downwind, base, and final

approach courses to Runway 10L at DJT with non-participating VFR aircraft.

Informal Airspace Meeting

Informal Airspace Meetings provide the FAA another avenue to gather information to assist in the development of an airspace proposal before issuance of an NPRM. As announced in the *Federal Register* (89 FR 85455; October 28, 2024), the FAA held an Informal Airspace Meeting concerning proposed modifications of the DJT Class C airspace area on December 5, 2024. The meeting was conducted virtually as a webinar via the Zoom application. The meeting was attended by 163 participants, with 19 concurrent streamers on the FAA YouTube channel. The FAA also provides a public comment period in connection with Informal Airspace Meetings. Through these means, the FAA received seven formal comments.

Discussion of Informal Airspace Meeting Comments

Comment 1: A commenter recommended that the ceiling of Area A either remain at its existing altitude of 4,000 feet MSL or be lowered to 3,000 feet MSL rather than raising it to 5,000 feet MSL as proposed. If the ceilings of Area B and Area C were also set at either of these altitudes, it would enable aircraft to fly over DJT from north to south or south to north without entering Class C airspace and therefore eliminate the need to contact ATC. The commenter believed this would reduce air traffic controller workload, allow non-participating general aviation traffic to overfly the airspace, and allow more direct flight routing to destinations north and south of DJT.

The FAA did not adopt these recommendations in this NPRM. DJT ATC considered various altitudes for the ceiling of Area A and determined that raising the ceiling from its current altitude of 4,000 feet MSL to 5,000 feet MSL would be required to mitigate safety concerns for IFR aircraft descending on downwind leg to Runway 10L and Runway 28R at DJT, as well as IFR aircraft transitioning across the DJT Class C airspace. DJT ATC is adequately staffed to provide ATC services and traffic advisories to all air traffic, and general aviation aircraft are encouraged to use these services to transition the Class C airspace.

Comment 2: A commenter recommended that the FAA create a north-south VFR corridor, which would essentially be a tunnel of Class E airspace, through the center of DJT's Class C airspace. If this corridor existed, a pilot could fly though the corridor and not be required to establish two-way radio communication with ATC or receive ATC services.

The FAA is unable to establish the requested north-south VFR corridor as it would not reduce the safety issues caused by the lack of communication between non-participating VFR aircraft and ATC. The creation of a north-south VFR corridor would not reduce the interference between aircraft descending on each downwind to Runway 10L and Runway 28R with nonparticipating VFR aircraft. In addition, DJT ATC currently uses standard transition routes that allow VFR aircraft to pass north and south over DJT. VFR aircraft are typically transitioned overhead DJT at 2,000 feet MSL or 2,500 feet MSL, or over the shoreline at or below 1,000 feet MSL, both of which are inside of Class C airspace. DJT ATC is pursuing publication of these standard VFR routes to help reduce the number of transmissions needed for VFR aircraft transitioning the Class C airspace.

Comment 3: A commenter recommended reducing the proposed eastern boundary of Area A to align with the shoreline so that VFR aircraft have an easily discernible visual landmark for the eastern boundary of the airspace.

The proposed eastern boundary of Area A was designed to mitigate safety concerns for arrivals and departures east of DJT. While designing boundaries based on visual landmarks is a good practice where feasible, the FAA declines to align this boundary to the shoreline as the proposed eastern boundary is needed to support the goal to reduce the potential for midair collision for aircraft on final approach to Runway 28L and Runway 28R and for aircraft departing Runway 10L and Runway 10R at DJT with non-participating VFR aircraft.

Comment 4: A commenter recommended the FAA develop a practice area to encompass an area to the southwest of DJT. The commenter believes this would ensure that aircraft practicing flight maneuvers do not occur near aircraft arriving and departing from DJT.

The development of a practice area is outside of the scope of this Class C airspace modification proposal. However, Alert Area A-291A is currently established west of BCT and is charted for concentrated flight training.

Comment 5: A commenter recommended that the Class C airspace be expanded beyond the proposal to contain all turbine aircraft arriving to DJT so that once their track enters the Class C airspace it remains in Class C airspace until they touch down on the runway.

Under the standards of FAA Order JO 7400.2, Class B airspace must be designed so that the lateral and vertical limits to contain the primary airport instrument approach procedures once their track enters the Class B airspace and departure procedures until their track exits the Class B airspace. However, there is no such requirement for the design of Class C airspace. This proposed design modification of the DJT Class C airspace is intended to mitigate documented safety issues for aircraft arriving and departing from the DJT; its goal is not containment of instrument procedures. Expanding Class C airspace further than proposed does not provide any additional safety mitigation and it would add unnecessary requirements to VFR aircraft operating in the area.

Comment 6: A commenter remarked that the proposed expansion of Class C airspace near DJT would negatively impact glider operations that frequently occur west of the current Class C airspace. The commenter stated that the expansion would reduce the volume of operating airspace for gliders transiting southeast of Lake Okeechobee, FL. According to the commenter, many gliders lack the electrical systems needed for transponder and ADS-B Out equipment, which would limit their access to the expanded Class C airspace. Even gliders equipped with ADS-B Out equipment may not be able to participate in Class C services due to their inability to maintain altitude, which prevents them from being able to effectively follow ATC instructions.

The FAA acknowledges that the proposed expansion of Class C airspace would restrict the area west of DJT where aircraft without ADS-B Out can operate. All aircraft would only be

required to equip with ADS-B Out if they intend to enter the Class C airspace or fly above it. Specifically, gliders flying from F45 and FA44 would still be able to operate outside the lateral boundaries or below a shelf of Class C airspace without needing to equip with ADS-B Out or communicate with DJT ATC. The boundaries of proposed Area D and Area E are necessary to mitigate safety concerns for aircraft arriving on the downwind, base, and final approach course for Runway 10L as well as aircraft arriving on the right base leg to Runway 14.

Comment 7: A commenter suggested that the Class D airspace for 06FA should be reduced or modified to ease aircraft congestion over the F45 Runway 9R Instrument Landing System (ILS) approach.

Redesigning the 06FA Class D airspace is outside of the scope of this Class C airspace modification proposal. However, the FAA reviewed the 06FA Class D airspace and amended 06FA's Class D airspace in a separate rulemaking docket published in the *Federal Register* (90 FR 23436; June 3, 2025).

The Proposal

The FAA is proposing an amendment to 14 CFR part 71 to modify the Class C airspace at DJT. The FAA is proposing this action to enhance the safe and efficient use of airspace by adding additional Class C airspace along IFR arrival and departure routes to reduce the risk of midair collision in the DJT terminal area (see the attached chart). All bearings and radials are true and are applied from point of origin and all mileages are stated as NM.

The proposed amended Class C airspace would consist of five sub-areas identified by the letters A through E, described as follows:

Area A: The FAA proposes to modify the current Area A by expanding the vertical limit (currently 4,000 feet MSL) to extend from the surface to 5,000 feet MSL, and extend the lateral boundary to the west, north, and east to a 6-mile radius (currently a 5-mile radius) of DJT, except for that area south of lat. 26°36'08"N., and that portion within a 2-mile radius of LNA.

Area B: The FAA proposes to modify the current Area B by expanding the vertical limits to extend from 1,600 feet MSL to 5,000 feet MSL (currently 4,000 feet MSL). It would also change the northwestern boundary to be along lat. 26°36'08"N., to meet the newly proposed 6-mile radius (currently a 5-mile radius) of Area A.

Area C: The FAA proposes to modify the current Area C by expanding the vertical limits to extend from 1,200 feet MSL to 5,000 feet MSL (currently 4,000 feet MSL), and to exclude Area A and Area B.

Area D: The FAA proposes to establish Area D with vertical limits from 1,600 feet MSL to 5,000 feet MSL, and would be bounded as follows: Beginning at the intersection of the DJT 320° bearing and the DJT 10-mile radius, then moving west on a 265° bearing to a point at lat. 26°47'52"N., long. 080°23'10"W., then moving south to a point at lat. 26°46'04"N., long. 080°23'10"W. to intersect the L-8 Canal, then moving southeast following the L-8 Canal to a point at lat. 26°44'26"N., long. 080°21'46"W., then moving south following the L-8 Canal to a point that intersects Southern Boulevard (highway U.S. Route 98) at lat. 26°41'07"N., long. 080°21'51"W., then moving east following Southern Boulevard to intersect the DJT 10-mile radius, then moving clockwise along the DJT 10-mile radius to intersect the point of beginning.

Area E: The FAA proposes to establish Area E with vertical limits from 2,600 feet MSL to 5,000 feet MSL, and would be bounded as follows: beginning at the intersection of the DJT 230° bearing and the DJT 10-mile radius, then moving west on a 273° bearing to intersect the DJT 22-mile radius, then moving clockwise along the 22-mile radius to intersect the DJT 287° bearing, then moving east to a point at lat. 26°47'52"N., long. 080°23'10"W., then moving south to a point at lat. 26°46'04"N., long. 080°23'10"W. to intersect the L-8 Canal, then moving southeast following the L-8 Canal to a point at lat. 26°44'26"N., long. 080°21'46"W., then moving south following the L-8 Canal to a point that intersects Southern Boulevard (highway U.S. Route 98) at lat. 26°41'07"N., long. 080°21'51"W., then moving east following Southern

Boulevard to intersect the DJT 10-mile radius, then moving clockwise along the DJT 10-mile radius to intersect the point of beginning.

Full descriptions of the proposed DJT Class C airspace subareas are listed in the proposed amendments to part 71 below.

Regulatory Notices and Analyses

Executive Order (E.O.) 12866 ("Regulatory Planning and Review") and E.O. 13563 ("Improving Regulation and Regulatory Review") require agencies to regulate in the "most cost-effective manner," to make a "reasoned determination that the benefits of the intended regulation justify its costs," and to develop regulations that "impose the least burden on society." This proposed rule is not a significant regulatory action as defined in Section 3(f) of E.O. 12866. In conducting this analysis, the FAA has determined the proposed rule has benefits that justify its costs.

The FAA proposes to expand and reconfigure the Class C airspace surrounding DJT to enhance terminal safety in response to rising air traffic volumes. Between 2020 and 2023, operations at DJT increased by 47%. This growth, in conjunction with an increase in general aviation activity from nearby regional and private airports, has led to an increase in airspace congestion. Evidence of this congestion was documented during a 36-day study in early 2023, which recorded over 115 instances requiring ATC to issue nonstandard maneuvers to resolve conflicts with nonparticipating VFR aircraft.

To mitigate midair collision risks, the FAA proposes extending lateral boundaries along the primary arrival and departure corridors to DJT—from the existing 10-mile radius to in some cases out to a 22-mile radius—and expanding vertical limits from 4,000 feet MSL up to 5,000 feet MSL. These controlled sub-areas would increase the efficient flow of traffic by reducing the need for ATC to vector arrivals and departures around nonparticipating aircraft.

While these changes would improve situational awareness and safety, they would impose incremental costs on some operators currently flying VFR near DJT. There were approximately

16,567 nonparticipating VFR flights operated near DJT in 2025. Specifically, pilots flying VFR in aircraft unequipped with ADS-B Out would be required to equip or navigate around the new boundaries. For pilots who choose the latter, navigating around the boundaries would result in minimal costs from minor rerouting of flights and additional fuel consumption. Moreover, the FAA asserts that the safety benefits of reducing midair collision risks exceeds the estimated minimal impact on nonparticipating VFR flights.

Regulatory Flexibility Act

The Regulatory Flexibility Act (RFA) of 1980, (Pub. L. 96–354) (5 U.S.C. 601–612), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121) and the Small Business Jobs Act of 2010 (Pub. L. 111–240), requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term "small entities" comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The FAA used the definition of small entities in the RFA for this analysis. The RFA defines small entities as small businesses, small governmental jurisdictions, or small organizations. In 5 U.S.C. 601(3), the RFA defines "small business" to have the same meaning as "small business concern" under section 3 of the Small Business Act. The Small Business Act authorizes the Small Business Administration (SBA) to define "small business" by issuing regulations. SBA (2023) has established size standards for various types of economic activities, or industries under the North American Industry Classification System (NAICS). These size standards generally define small businesses based on the number of employees or annual receipts.

The proposed rule would expand Class C airspace around DJT. The FAA is taking this action to reduce the risk of midair collisions and improve the use of DJT airspace. The change would affect general aviation operators flying VFR with unequipped aircraft near the airport,

requiring them to equip with ADS-B Out, if not already, or adjust their flight paths to avoid the expanded Class C airspace. The airspace modifications are targeted to minimize the impact on VFR flights while maintaining safety. The FAA expects that navigating around the boundaries would result in minimal costs from equipage or minor flight rerouting and additional fuel consumption. Therefore, as provided in section 605(b) of the RFA, the FAA Administrator certifies that this rulemaking would not result in a significant economic impact on a substantial number of small entities.

International Trade Impact Assessment

The Trade Agreements Act of 1979 (Pub. L. 96-39), as amended by the Uruguay Round Agreements Act (Pub. L. 103-465), prohibits Federal agencies from establishing standards or engaging in related activities that create unnecessary obstacles to the foreign commerce of the United States. Pursuant to these Acts, the establishment of standards is not considered an unnecessary obstacle to the foreign commerce of the United States, so long as the standard has a legitimate domestic objective, such as the protection of safety, and does not operate in a manner that excludes imports that meet this objective. The statute also requires consideration of international standards and, where appropriate, that they be the basis for U.S. standards. The FAA has determined this proposal does not create an unnecessary obstacle to foreign commerce.

Unfunded Mandates Assessment

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) governs the issuance of Federal regulations that require unfunded mandates. An unfunded mandate is a regulation that requires a state, local, or tribal government or the private sector to incur direct costs without the Federal government having first provided the funds to pay those costs. The FAA determined that the proposed rule will not result in the expenditure of $193,000,000 or more ($100,000,000 adjusted for inflation using the most current Implicit Price Deflator for the Gross Domestic

Product) by State, local, or tribal governments, in the aggregate, or the private sector, in any one year.

Paperwork Reduction Act

The Paperwork Reduction Act of 1995 (44 U.S.C. 3507(d)) requires the FAA to consider the impact of paperwork and other information collection burdens imposed on the public. The FAA has determined there is no new requirement for information collection associated with this proposed rule.

Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1G, "*FAA National Environmental Policy Act Implementing Procedures*" prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

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

PART 71--DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR 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 JO 7400.11M, Airspace Designations and Reporting Points, dated July 30, 2026, and effective September 15, 2026, is amended as follows:

Paragraph 4000 - Subpart C - Class C Airspace

* * * * *

ASO FL C West Palm Beach, FL
President Donald J. Trump International Airport, FL
(lat. 26°40'59"N., long. 080°05'44"W.)
Palm Beach County Park Airport, FL
(lat. 26°35'35"N., long. 080°05'06"W.)

Boundaries.

Area A. That airspace extending upward from the surface to and including 5,000 feet MSL within a 6-mile radius of the President Donald J. Trump International Airport, excluding that airspace south of lat. 26°36'08"N., and excluding the airspace within a 2-mile radius of Palm Beach County Park Airport.

Area B. That airspace extending upward from 1,600 feet MSL to and including 5,000 feet MSL beginning at a point west of Palm Beach County Park Airport that intersects the Florida Turnpike (highway 91) at lat. 26°36'08"N., long. 080°10'25"W., thence moving east along lat. 26°36'08"N., to a point that intersects the 2-mile radius northwest of Palm Beach County Park Airport, thence moving clockwise on the 2-mile radius to the intersection of highway U.S. Route 1 and the 2-mile radius southeast of Palm Beach County Park Airport, thence south along highway U.S. Route 1 to intersect the 10-mile radius of President Donald J. Trump International Airport, thence moving clockwise along the 10-mile radius to a point that intersects the Florida Turnpike at lat. 26°31'52"N., long. 080°10'22"W., thence north along the Florida Turnpike to intersect the point of beginning.

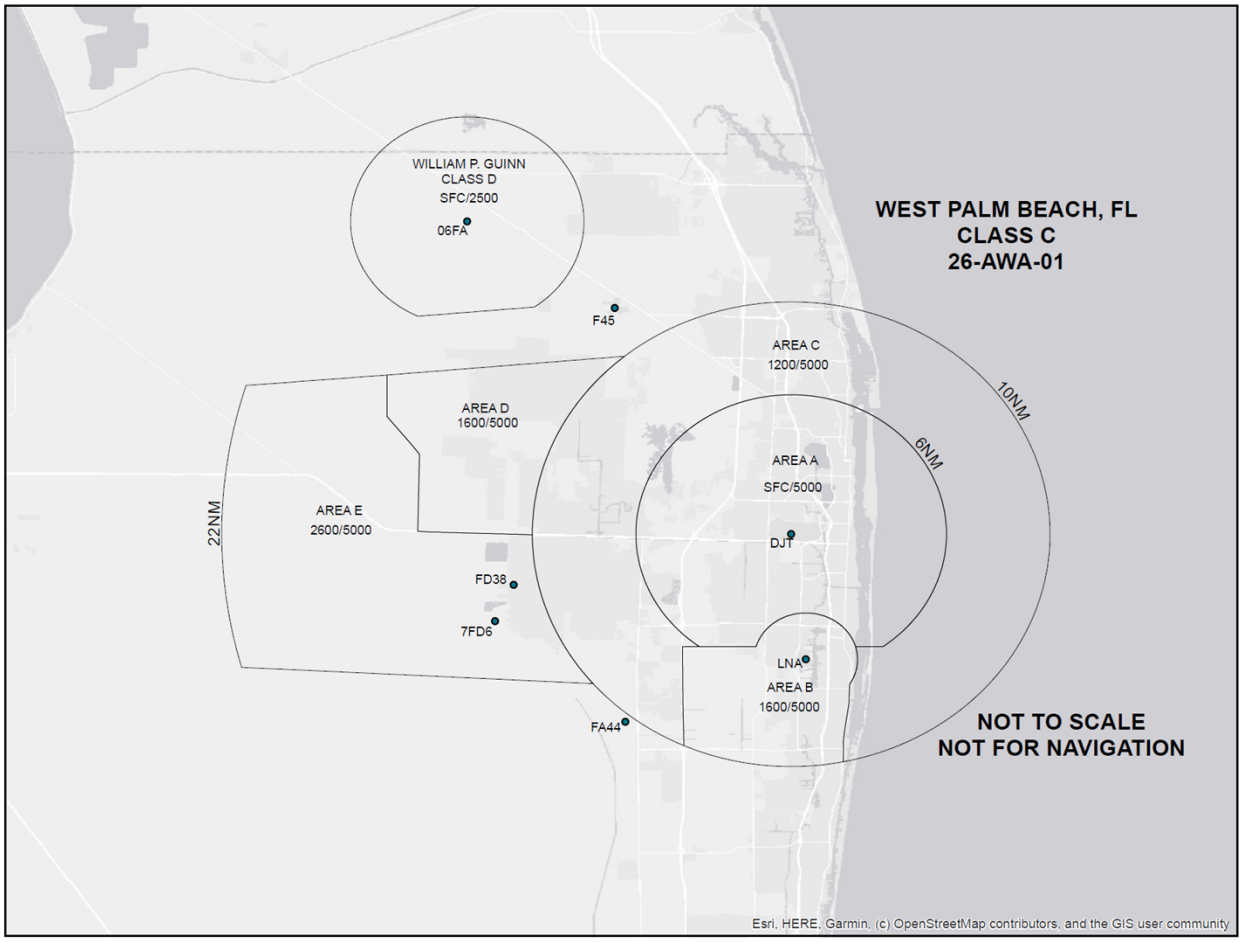
Area C. That airspace extending upward from 1,200 feet MSL to and including 5,000 feet MSL within a 10-mile radius of President Donald J. Trump International Airport, excluding Area A and Area B.

Area D. That airspace extending upward from 1,600 feet MSL to and including 5,000 feet MSL beginning at the intersection of the President Donald J. Trump International Airport 320° bearing and the President Donald J. Trump International Airport 10-mile radius, thence moving west on a 265° bearing to a point at lat. 26°47'52"N., long. 080°23'10"W., thence moving south to a point at lat. 26°46'04"N., long. 080°23'10"W. to intersect the L-8 Canal, thence moving southeast following the L-8 Canal to a point at lat. 26°44'26"N., long. 080°21'46"W., thence moving south following the L-8 Canal to a point that intersects Southern Boulevard (highway U.S. Route 98) at lat. 26°41'07"N., long. 080°21'51"W., thence moving east following Southern Boulevard to intersect the President Donald J. Trump International Airport 10-mile radius, thence moving clockwise along the President Donald J. Trump International Airport 10-mile radius to intersect the point of beginning.

Area E. That airspace extending upward from 2,600 feet MSL to and including 5,000 feet MSL beginning at the intersection of the President Donald J. Trump International Airport 230° bearing and the President Donald J. Trump International Airport 10-mile radius, thence moving west on a 273° bearing to intersect the President Donald J. Trump International Airport 22-mile radius, thence moving clockwise along the 22-mile radius to intersect the President Donald J. Trump

International Airport 287° bearing, thence moving east to a point at lat. 26°47'52"N., long. 080°23'10"W., thence moving south to a point at lat. 26°46'04"N., long. 080°23'10"W. to intersect the L-8 Canal, thence moving southeast following the L-8 Canal to a point at lat. 26°44'26"N., long. 080°21'46"W., thence moving south following the L-8 Canal to a point that intersects Southern Boulevard (highway U.S. Route 98) at lat. 26°41'07"N., long. 080°21'51"W., thence moving east following Southern Boulevard to intersect the President Donald J. Trump International Airport 10-mile radius, thence moving clockwise along the President Donald J. Trump International Airport 10-mile radius to intersect the point of beginning.

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