

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 91**

[Docket No. 28420 Special Federal Aviation Regulation (SFAR) No. 74]

RIN 2120-AGO 2

Airspace and Flight Operations Requirements for the 1996 Summer Olympic Games, Atlanta, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This Special Federal Aviation Regulation (SFAR), applicable May 15, 1996, through August 11, 1996, establishes airspace and flight operations requirements for the XXVI Olympic Games. The FAA believes this regulation 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.

EFFECTIVE DATE: March 13, 1996.

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:

Background

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 rule establishes 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 establishes an arrival/departure slot reservation system for fixed-wing aircraft to manage air traffic into and out of key airports in the Atlanta area.

For purposes of this SFAR the following definitions apply: (1) Domestic air transportation (domestic)—the carriage by aircraft of persons or property as a common carrier for compensation or hire, or the carriage of mail by aircraft, in commerce originating in the United States and commencing any place within the United States. (2) Foreign air transportation (foreign)—the carriage by aircraft of persons or property as a common carrier for compensation or hire, or carriage of mail by aircraft, in commerce between a place in the United States and any place outside of the United States. (3) Scheduled operations—foreign and domestic air carrier and cargo operations published in the Official Air Line Guide (OAG) as of June 30, 1996, and/or routine consistent operations operated same time, day and number of days per week as in regularly scheduled cargo operations. This category also includes additional operations by scheduled operators at the same airport if those operations are listed in the OAG as of June 30, 1996. (4) Non-scheduled operations—foreign and domestic charters and cargo operations not published in the OAG as of June 30, 1996, and/or not operated on a routine

consistent basis during the same time, day and number of days per week, excluding helicopters. This category also includes additional operations by scheduled operators at the same airport that are not listed in the OAG as of June 30, 1996. (5) Other operations—all operations conducted by operators that do not hold either an air carrier certificate or an operating certificate for common carriage issued under SFAR 38-2 or Part 119 of the Federal Aviation Regulations or any operations conducted under Part 129 of the Federal Aviation Regulations. These operations exclude helicopters and include, but are not limited to, general aviation and business operations conducted under Part 91.

The slot reservation system will 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 will 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: 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 May 15, 1996, through June 30, 1996, non-scheduled operators may submit their request for slot reservations for the affected airports via Internet

address [atcslots@mail.hq.faa.gov] or facsimile number [(770) 946-7938]. Request confirmations will be provided within 72 hours of receipt via the form of request. From the period July 1 through July 13, 1996, the FAA will not receive any requests. However, beginning July 14, 1996, 7:00 a.m. (EDT), all operators can reserve VFR arrival and departure or IFR arrival and departure slots at these airports by calling 1-800-96FAA96 (1-800-963-2296), 24 hours a day. Reservation slots may be reserved no sooner than 72 hours before your estimated time of arrival or departure.

The following information must be provided for all requests (reservation requests beginning May 15 through June 30, 1996, via Internet address or facsimile number, and via the telephone number as of July 14, 1996): 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; and Confirmation Method: operator's Internet address or facsimile number for return confirmation for arrival and departure reservations for those reservations processed prior to July 1, 1996.

Temporary Flight Restriction (TFR) Areas

The FAA establishes 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. Aircraft operating under exclusions approved by the Administrator are required to contact the designating using agency for appropriate authorization to enter a TFR. ATC will 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 established for the period from three hours before to three hours after each event. The additional time that the restrictions are imposed, before and after each event, will 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 will 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 will 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 will not be allowed during the effective dates and times unless specifically authorized by the designated using agency or ATC.

The locations, dimensions, effective times of the TFR area will 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, Wolf Creek Skeet Range in Atlanta, GA, 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 contains provisions to provide flexible and efficient management and control of air tariff, such as the authority to give priority to or exclude from certain 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. However, regardless of any exclusion of a requirement of this SFAR, the requirement to contact the designated using agency for access to a TFR is mandatory.

Discussion of Comments

The proposed Airspace and Flight Operations requirements for the 1996 Summer Olympic Games were published in a notice of proposed rulemaking (NPRM) on December 29, 1995 (60 FR 67506).

The FAA received seven written comments in reference to the NPRM. Responding to the notice were the Aircraft Owners and Pilots Association (AOPA), Federal Express (FedEx), Delta Air Lines, Air France, Scandinavian Airlines System (SAS), National Air Carrier Association, Inc. (NACA), and Georgia Emergency Management Agency (GEMA). AOPA commented that it does not oppose the establishment of TFRs and reservation requirements outlined in the NPRM. Several commenters supported the NPRM in concept and acknowledged that the slot

reservations, as proposed, were essential.

The following is representative of the issues presented to the docket: FedEx believes that the imposition of regulatory barriers would impede its ability to conduct special, non-scheduled air cargo operations into and out of Atlanta, GA. FedEx also expressed concern that the slot reservation program would adversely impact its ability to service the Atlanta area. As a result, FedEx recommends that scheduled cargo service operations be exempted from the slot reservation program.

The FAA is unclear of FedEx's definition of 'special non-scheduled' operation. The final rule specifies that Scheduled cargo operations, such as those conducted by FedEx, are exempt from the slot reservation program. The definition of a Scheduled operation includes domestic cargo operations that are routine consistent operations operated same time, day and number of days per week. Non-scheduled operations have the opportunity to request a slot beginning May 15 through June 30, 1996, via Internet address or facsimile number or by telephone on July 14, 1996. However, any operation not published in the OAG as of June 30, 1996, and not operated in a routine consistent manner would constitute an operation under the Other category and would still require a slot reservation. Operations are restricted under this SFAR for the period July 17 through August 6, 1996.

Delta Air Lines commented that since Atlanta is a primary hub for Delta, it is necessary that the following activities be conducted without meeting the slot reservation requirement: (1) pilot training conducted during Olympic off peak hours, (2) ferry flights into or out of Atlanta to meet contractual obligations, (3) unanticipated routine mechanical diversions, and (4) unanticipated aircraft diversions due to weather. Delta stated that these operations may result in an additional 5 to 10 flights per day. Also, Delta commented that an additional 5 to 10 commercial flights per day may be needed to accommodate Olympic traffic.

The FAA has determined that flights conducted during off peak hours will have minimal problems operating within their preferred time; however, reservations will be required. For those unscheduled flights during peak Olympic hours, the FAA contends that slot reservations remain necessary for these operations to provide for the safe operation and management of aircraft operating to, within, and from these areas, and to prevent any unsafe

congestion in the Atlanta area. Therefore, Delta's above-described activities will not be exempted from the requirements of this SFAR.

Air France recognizes and supports the FAA's concern for the safety of operations during the Olympic games. However, Air France and SAS suggest that the language in the SFAR clarify the slot reservation requirements for Scheduled and Non-scheduled international operations. Air France suggested the establishment of a procedure that will allow carriers such as Air France to request a slot at least 120 days in advance of scheduled arrival or departure and allow for a trade of slots (one for one) but that the slots not be bought or sold.

The FAA agrees with their request for clarification on the slot reservation requirements and has defined Scheduled, Non-scheduled, and Other operations in the rule. Furthermore, the rule specifies the procedures for Non-scheduled operations to request a slot reservation beginning May 15 through June 30, 1996, via Internet address or facsimile number. The telephone slot reservation system will be available to all operators starting July 14, 1996.

The FAA disagrees with the request by Air France to allow 120 days in advance to request a slot reservation. The FAA contends that the 60 days advance provision is adequate for Non-scheduled operations.

The FAA agrees with Air France's request to trade slots on a (one-for-one basis) and that slots should not be bought or sold. The FAA provides further clarification by restricting the trade of slots only within the same company or air carrier.

NACA agrees that the slot reservation system is essential; however, it is concerned that all operations have equal access to slots and that those Scheduled operations not included in the OAG are not considered Scheduled for the purpose of this SFAR. NACA suggested that the submitted schedule for Miami Air International be included in the OAG information.

The FAA has defined Scheduled operations to include those operations published in the OAG as of June 30, 1996, and/or routine consistent operations operated same time, day and number of days per week. Miami Air International will be treated on an equal and consistent basis as any other Non-scheduled operator. Miami Air International's schedule information may be submitted beginning May 15, 1996, via Internet address or facsimile number. The FAA is unable to incorporate that schedule information under this SFAR rulemaking.

GEMA objected to the proposed broad scope of exclusions to the SFAR that may be granted at the discretion of the Administrator listed in the amendatory section, section A.3(b) (1)-(8). GEMA commented that aircraft operating under an exemption of this SFAR could enter and exit the TFRs without any communication or coordination with the using agency. It stated that unidentified aircraft operating within the designated TFR area would present a major security problem. GEMA suggested exemptions not be granted under this paragraph.

The FAA does not concur with GEMA's recommendation to disallow exclusion authority in this SFAR. The FAA believes that the exclusion authority is necessary for unusual situations and that it is imperative to have that authority in the interest of aviation safety. For additional clarification, the rule states that aircraft granted an exclusion to this SFAR are not relieved of the responsibility to contact the designated using agency for authorization prior to entering a TFR.

In addition, GEMA recommended that VFR slot reservations not apply to public safety aircraft. It stated that many public safety flights are conducted in response to emergency situations for which there can be no prior coordination. The FAA responds that aircraft operating in an emergency capacity will be given priority handling and will not be required to obtain a slot reservation. An emergency operation would be handled the same as in today's air traffic environment.

Obtaining 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 will show some of the Olympic TFR's will be published beginning with an effective date of February 1, 1996.

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, NOTAMs will be issued 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 will 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, will be published in the biweekly publication several weeks in advance of the Olympics. In addition, a booklet will be published detailing information about the different venues. Distribution will be the same as for the biweekly publication. 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 SFAR is in addition to other laws and regulations of the U.S. The SFAR will 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 rule establishes TFR areas for safety and security purposes and will 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 regulation will 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 will retain the ability to direct aircraft through the restricted areas in accordance with normal traffic flows. The FAA believes, therefore, that the establishment of temporary flight restriction areas will have minimal impact on ATC routings or procedures.

Further, this action will result in a reduction in aircraft activity in the vicinity of the Olympic games by restricting aircraft operations. Therefore, there will be fewer aircraft operations in the vicinity of the Olympic games than will have occurred if the restricted areas were not in place and noise levels associated with that greater aircraft activity will also be reduced. Additionally, aircraft avoiding the restricted areas will not be routed over any specific area. This rule will, therefore, not result in any long-term action which will routinely route aircraft over noise-sensitive areas. For the reasons stated above, the FAA concludes that this rule will 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 1995 (Pub. L. 104-13), the small amount of paper burden associated with the rule will be submitted to the Office of Management and Budget for review.

Regulatory Evaluation

This regulatory evaluation examines the costs and benefits of the SFAR applicable for the period July 19 through August 4, 1996, the SFAR establishes TFR's overlying the various competition venues for the 1996 Olympic games. This rule requires slot reservations for arrivals and departures at specified airports in the vicinity of

the Olympics. Since the impacts of the changes 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 will establish 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 will 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 will result in additional costs 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 will be an 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 minimal. The additional FAA administrative workload generated by the rule will be absorbed by current personnel and equipment resources. The slot provision will not require any additional air traffic controllers nor additional radar control equipment.

The benefits of the slot reservation system will 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 will 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 slot provision will 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 will establish TFR areas over the Olympic village and competition sites. The establishment of TFR's over competition venues will result in the restriction of aircraft operations from the surface to 2500 feet.

The major economic impact of circumnavigation in this case will be an inconvenience to operators who may have wanted to operate within 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 benefits of the TFR airspace primarily will be enhanced safety to the public. Enhanced safety will 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 regulation set forth herein will 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 regulation will not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

International Trade Impact Assessment

This rule will 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 rule will not impose additional temporary costs to aircraft operators. There should be no effect on U.S. or foreign aircraft manufacturers. Therefore, the FAA has determined that the rule will neither have an effect on the sale of foreign aviation products nor services in the United States, nor will 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 regulation is not a "significant regulatory action" under Executive Order 12866. The FAA has determined that the rule will impose temporary additional costs to the public. The magnitude of these costs, while undetermined, are negligible. The benefits will 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 regulation will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. This 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 rule 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 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 U.S.C. 106(g), 40103, 40113, 40120, 44101, 44111, 44701, 44709, 44711, 44712, 44715, 44716, 44717, 44722, 46306, 46315, 46316, 46502, 46504, 46506–46507, 47122, 47508, 47528–47531.

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 certain provisions of this SFAR and NOTAMs issued pursuant to this SFAR: (The requirement to contact the designated using agency for authorization to enter a TFR is mandatory.)

- (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. Definitions

For purposes of this SFAR the following definitions apply:

(a) Domestic air transportation (domestic)—the carriage by aircraft of persons or property as a common carrier for compensation or hire, or the carriage of mail by aircraft, in commerce originating in the United States and commencing any place within the United States.

(b) Foreign air transportation (foreign)—the carriage by aircraft of persons or property as a common carrier for compensation or hire, or carriage of mail by aircraft, in commerce between a place in the United States and any place outside of the United States.

(c) Scheduled operations—foreign and domestic air carrier and cargo operations published in the Official Air Line Guide (OAG) as of June 30, 1996, and/or routine consistent operations operated same time, day and number of days per week as in regularly scheduled cargo operations. This category also includes additional operations by scheduled operators at the same airport if those operations are listed in the OAG as of June 30, 1996.

(d) Non-scheduled operations—foreign and domestic charters and cargo operations not published in the OAG as of June 30, 1996, and/or not operated on a routine consistent basis during the same time, day and number of days per week, excluding helicopters. This category also includes additional operations by scheduled operators at the same airport that are not listed in the OAG as of June 30, 1996.

(e) Other operations—all operations conducted by operators that do not hold either an air carrier certificate or an operating certificate for common carriage issued under SFAR 38-2 or part 119 of the Federal Aviation Regulations or any operations conducted under part 129 of the Federal Aviation Regulations. These operations exclude helicopters and include, but are not limited to, general aviation and business operations conducted under part 91.

3. Method

Beginning May 15 through June 30, 1996, non-scheduled operations may submit their request for slot reservations for the affected airports via Internet address [atcslots@mail.hq.faa.gov] or facsimile number [(770) 946-7938]. Request confirmation will be provided within 72 hours of receipt via the form of request. From the period July 1 through July 13, 1996, the FAA will not receive any requests.

Beginning July 14, 1996, 7:00 a.m. (EDT), all operators can reserve VFR arrival and departure or 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.

4. Necessary Information

The following information must be provided for all requests (reservation requests beginning May 15 through June 30, 1996, via Internet address or facsimile number, and via the telephone number as of July 14, 1996): 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; Confirmation Method: operator's Internet address or facsimile number for return confirmation for arrival and departure reservations.

5. Affected Airports

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 issues 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 Airport-Brown 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 Airport-Brown 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

C. Temporary Flight Restriction (TFR) Areas

The FAA establishes TFR areas over the Olympic Village and competition sites. The establishment of TFR areas over the competition venues will 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. Aircraft operating under exclusions approved by the Administrator are required to contact the designated using agency for appropriate authority to enter a TFR. ATC will retain the ability to manage aircraft through the TFR areas in accordance with normal traffic flow.

Operating restrictions within the airspace overlying competition venues are for the period from 3 hours before to 3 hours after each event. The additional time that the restrictions are to be imposed, before and after each event, will 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 will 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 a.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. 33°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; Covington, 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: Georgia State Patrol
 Contact: SFC W.S. Smith (770) 919-9929.

10. Olympic Village; Columbus, Georgia.

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

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°52'13" W, thence following U.S. Highway 64 to latitude 35°04'02" N, longitude 84°28'37" 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 21, 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: Georgia State Patrol
 Contact: SFC W.S. Smith (770) 919-9929.

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: Georgia State Patrol

- Contact: SFC W.S. Smith (770) 919-9929.
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. Georgia State Patrol
Contact: SFC W.S. Smith (770) 919-9929.
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 a.m.
Using agency: Orange County Sheriff Office.
Contact: Cmdr. Richard Silverman (407) 836-3820.
19. Olympic Village; Davie, Florida.
That airspace within a 1 NM radius of lat. 26°04'29" N, long. 80°14'31" W (FLL 270R/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 (DHP 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 within 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 p.m. until 5:30 p.m.,
July 21, 1996, from 11:30 p.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 February 6, 1996.

David R. Hinson,
Administrator.

[FR Doc. 96-2988 Filed 2-7-96; 2:57 pm]

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