

### RULES AND REGULATIONS

#### PART 93—SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS

##### Special VFR Prohibition in Dallas-Fort Worth Regional Airport Control Zone

The purpose of this amendment to Part 93 of the Federal Aviation Regulations is to prohibit special VFR operations in the Dallas-Fort Worth Regional Airport control zone.

Interested persons have been afforded an opportunity to participate in the making of this amendment through a notice of proposed rule making (Notice 74-2) issued on January 7, 1974, and published in the FEDERAL REGISTER on January 14, 1974 (39 FR 1781). This notice proposed to prohibit special VFR operations in the Dallas-Fort Worth Regional Airport control zone. The notice also proposed to rescind the prohibition of special VFR operations in the Love Field control zone. The latter proposal is withdrawn for reasons discussed herein.

Several commentators objected generally to the prohibition of special VFR at certain airports. This question, however, has been previously considered in Notice 67-45 (32 FR 14334) and Amendment 93-10 (33 FR 4096). The FAA continues to believe that special VFR should be prohibited in control zones that experience the density of air carrier and IFR traffic, and the number of instrument approaches, that exist in the Dallas-Fort Worth Regional Airport Control Zone.

Except for comments objecting in general to the prohibition of special VFR in control zones, no comments were received citing specific reasons for opposing the prohibition of special VFR in the Dallas-Fort Worth Regional Airport control zone.

Several other commentators objected to rescinding the prohibition of special VFR at Love Field. One commentator pointed out that two air carriers continue to provide approximately 60 operations per day at Love Field, with the indication of an additional air carrier further increasing the number of operations. Love Field has a daily average of well over 200 IFR operations with a relatively high instrument approach count. The FAA believes that current operations at Love Field warrant retention of the prohibition of special VFR operations.

The Department of the Navy also objected to rescinding the special VFR prohibition at Love Field because the establishment of the Dallas-Fort Worth Terminal Control Area has forced aircraft transiting the NAS Dallas control zone to fly at altitudes below 3,000 feet, creating a heavily traveled VFR corridor running east and west through the NAS Dallas control zone. Normally the Navy tower can accommodate this traffic without delay, but when weather conditions below VFR minimums prevail, much of that traffic would operate under special VFR clearances to or from Love Field causing delays to IFR traffic.

After further consideration, the FAA agrees with the objections raised against the proposal to rescind the prohibition of special VFR at Love Field. It is believed that because of the traffic remaining at Love Field with its close proximity to NAS Dallas, present conditions do not justify eliminating the prohibition of special VFR at this time.

(Secs. 307, 313(a), Federal Aviation Act of 1958 (49 U.S.C. 1348 and 1354(a)); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Issued in Washington, D.C., on June 13, 1975.

In consideration of the foregoing, Item 9 in § 93.113 of the Federal Aviation Regulations is amended, effective August 13, 1975, to read as follows:

**§ 93.113 Control zones within which special VFR weather minimums are not authorized.**

\* \* \* \* \*  
9. Dallas, Tex. (Dallas-Fort Worth Regional Airport, and Love Field).  
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JAMES E. DOW,  
Acting Administrator.

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