

14 CFR Part 93**[Docket No. 24990; Amdt. No. 93-51]****Anchorage, Alaska, Special Airport
Traffic Area****AGENCY:** Federal Aviation
Administration (FAA), DOT.**ACTION:** Final rule; request for
comments.

SUMMARY: This action makes a minor revision to the description of the boundary of the Anchorage, AK, Special Airport Traffic Area (ATA). The revision is made necessary because of construction of a new Runway 14/32 to replace old Runway 13/31, slight changes in the geographical centers of the Anchorage International Airport and Elmendorf Air Force Base, and a reconfiguration to the boundaries of restricted areas whose boundaries, both past and present, form a portion of the ATA boundary.

Two other editorial revisions are made to the Anchorage ATA. One is the deletion of the requirement that two-way radio communication be maintained with Anchorage International Airport Tower when the satellite Lake Hood Tower is not operating. This requirement is no longer applicable since Lake Hood Tower has been combined operationally with the Anchorage International Tower. The other editorial revision results from the fact that Palmer Highway, which appears as a reference point in the description, has been renamed as Glenn Highway. Accordingly, references in the former description to Palmer Highway have been changed to Glenn Highway.

DATES:

Comment Date: Comments must be submitted by July 3, 1986.

EFFECTIVE DATE: July 3, 1986.

ADDRESSES: Send comments on the rule in duplicate to the Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (AGC-204), Docket No. 24990, 800 Independence Avenue, SW., Washington, DC 20591. Comments may be examined in the Rules Docket, weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m.

SUPPLEMENTARY INFORMATION:**Comments Invited**

Interested persons are invited to participate in this regulatory action by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in

See correction

developing reasoned regulatory decisions. Communications should identify the regulatory docket number and be submitted in duplicate to the above specified address. All communications received on or before the closing date for comments will be considered by the Administrator. Commenters who wish the FAA to acknowledge receipt of their comments must submit with comments a self-addressed, stamped postcard on which the following statement is written: "Comments to Docket No. 24990." The postcard will be date/time stamped and returned to the commenter. The provisions in this rule may be changed in light of comments received. All comments submitted will be available, both before and after closing date for the comments, in the Rules Docket for examination by interested persons. A report summarizing substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of Document

Any person may obtain a copy of this document by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Information Center, APA-430, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (200) 426-8058. Communications must identify the docket number.

Background

Part 93, Subpart D, of the Federal Aviation Regulations (FAR), prescribes the boundaries of the Anchorage ATA and local operating rules. Several actions have been taken which require changes to the description of the ATA boundary and the deletion of an obsolete reference to a two-way radio communications requirement. These actions are:

(a) Construction and use of a new north/south Runway (14/32) at Anchorage International Airport and the closing of Runway 13/31.

(b) The reconfiguration of Restricted Area R-2203.

(c) The combining of Lake Hood Tower with Anchorage International Tower.

(d) A corrected description of the Elmendorf Air Force Base geographical center.

(e) Palmer Highway, which appears as a reference point in the description of the Anchorage ATA, has been renamed as Glenn Highway.

Need for Amendment

The actions listed above affect the Anchorage ATA description as follows:

(a) The new runway results in a need to correct the Anchorage International Airport geographical center. This point serves as a base reference in the general ATA description. Runway 13/31 is no longer in operation and physically does not exist. It can no longer be used as a reference to describe the "International" segment of the Anchorage ATA. Instead, the new reference point is the Anchorage International Tower. In the amended description, a line will be drawn from this reference which will help to depict an area which will include new Runway 14/32 and its associated traffic pattern.

(b) Restricted Area R-2203 has been reconfigured. The new configuration has slightly altered part of the ATA's northeastern boundary. The alteration of the ATA, as affected by the reconfigured restricted area, is minor. However, the FAA believes that no part of the definition of the Anchorage ATA boundary should be dependent upon the configuration of the restricted areas which are subject to change. Accordingly, the new description is referenced to coordinates. The reference to coordinates is a method which will be independent of any future restricted area reconfiguration that might occur. The revised description of the ATA in terms of coordinates does not in itself alter the airspace designation of the ATA.

(c) The Lake Hood Tower has been combined with the Anchorage International Tower which operates 24 hours a day. The current rule requires two-way radio communications with Anchorage Tower when Lake Hood Tower is not operating. Because of the combined operation, the rule is inaccurate and misleading to pilots.

(d) The revised Elmendorf geographical center, while not specified in the current rule, does require a slight change in the depiction of the ATA's north/northwest boundary.

(e) Renaming of Palmer Highway to Glenn Highway requires appropriate updating in the description of the Anchorage ATA.

These actions do not result in or necessitate any substantial change to the boundary of the ATA nor to aircraft operations or ATC procedures. However, the changes do require the technical amendment of the ATA boundary description and deletion of the outdated two-way radio communications requirement in the FAR.

The effect of this amendment is the slight alteration in the description of the Anchorage ATA boundary and the deletion from the rule of a two-way radio requirement which, because of the

combining of tower operations, is no longer applicable. The amendment requires no change to aircraft operations in the ATA or to ATC procedures. Because the amendment is editorial in nature and only revises aeronautical charts and regulatory language to reflect configurations of adjacent airspace and airport facilities which are already in effect, this is a minor technical amendment in which the public would not be particularly interested. For the above reasons, I find that notice and public procedure under 5 U.S.C. 553 are unnecessary. This document involves a rulemaking action which is not a major rule under Executive Order 12291 and is not a significant rule under Department of Transportation Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). Further, for these reasons, I certify that, under the criteria of the Regulatory Flexibility Act, the amendment will not have a significant economic impact on a substantial number of small entities. In addition, the FAA has determined that the expected impact of this amendment is so minimal that it does not require a regulatory evaluation.

List of Subjects in 14 CFR Part 93

Airport traffic areas, Special air traffic rules, Aviation safety.

Adoption of the Amendment

PART 93—[AMENDED]

Accordingly, Part 93 of the Federal Aviation Regulations (14 CFR Part 93), Subpart D, Anchorage, Alaska, Terminal Area, is amended as follows:

1. The authority citation for Part 93 continues to read as follows:

Authority: 49 U.S.C. 1302, 1303, 1348, 1354(a), 1421(a), 1424, 2402, and 2424; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983).

§ 93.53 [Amended]

2. In § 93.53, the introductory paragraph is amended as follows:

a. By removing the words "the south boundary of Restricted Area R-2203A; thence west along the southern boundaries of R-2203A and R-2203B; thence north along the west boundary of R-2203B to its intersection with"; and substituting the words "a point which is lat. 61°17'15" N., long. 149°37'10" W.; thence west to lat. 61°17'15" N., long. 149°42'25" W.; thence northwest to lat. 61°19'12" N., long. 149°46'36" W.; thence via"

b. By removing the word "Palmer" which appears twice in the second sentence, and substituting the word "Glenn."

§ 93.55 [Amended]

3. Section 93.55 is amended as follows:

a. Paragraph (a) *International segment*, is amended by removing the words "terminal building extending northwesterly along a line ¼ statute mile east of, and parallel to runway 1¾" and substituting the words "control tower extending northwesterly on a direct line toward the substation."

b. Paragraph (b) *Merrill segment*, is amended by removing the word "Palmer" and substituting the word "Glenn."

§ 93.6 [Amended]

4. In § 93.61 paragraph (c) is removed.

Issued in Washington, DC, on May 9, 1986.

Donald D. Engen,

Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 93

[Docket No. 24990; Amdt. No. 93-51]

**Anchorage, Alaska, Special Airport
Traffic Area**

Correction

In FR Doc. 86-11136 beginning on page 18310 in the issue of Monday, May 19, 1986, make the following correction: On page 18312 in the first column "\$93.6 [Amended]" should read "\$93.61 [Amended]".

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