

the surface until a study may determine the appropriate floors in accordance with Amendment 60-21.

(b) Since floors will be described in hundred foot units above the surface (AGL), or above mean sea level (MSL) the last two ciphers of an altitude may be omitted.

The designation of an altitude will refer to the floor of an airway segment between adjoining navigational aids or intersections unless a shorter distance is specified. In that case one or more altitudes will be designated for the appropriate number of miles with the last stated altitude terminating at the next navigational aid. For example, if the floors of an airway segment between points A and B were designated at 4,800 feet above mean sea level for 30 miles, and 1,200 feet above the surface to point B, with the floor of the following segment remaining at 700 feet above the surface until otherwise determined, the airway segments would be described as . . . A; 30 mi. 48 MSL, 12 AGL B; C; . . .

Where a control area is bounded by a main airway and corresponding segments of an alternate airway, it is the intention of the FAA to designate one floor applicable to the entire area.

Since the amendment is procedural in nature and imposes no additional burden on any person, compliance with the notice and public procedure provisions of section 4 of the Administrative Procedure Act is unnecessary.

In consideration of the foregoing, § 71.5(c) of Chapter I of Title 14 of the Code of Federal Aviation Regulations is amended, effective April 26, 1965, as hereinafter set forth.

§ 71.5 Extent of Federal airways.

* * * * *

(c) Unless otherwise specified in Subpart B or C—

(1) Each Federal airway includes that airspace extending upward from 700 feet above the surface of the earth to, but not including, 18,000 feet MSL, except that Federal airways for Hawaii have no upper limits. Variations of the lower limits of an airway are expressed in digits representing hundreds of feet above the surface (AGL) or mean sea level (MSL) and, unless otherwise specified, apply to the segment of an airway between adjoining navigational aids or intersections; and

(2) The airspace of a Federal airway within the lateral limits of a transition area has a floor coincident with the floor of the transition area.

(Sec. 307(a), Federal Aviation Act of 1958: 49 U.S.C. 1348)

Issued in Washington, D.C., on March 19, 1965.

N. E. HALABY,
Administrator.

[P.R. Doc. 65-3083; Filed, Mar. 25, 1965; 8:45 a.m.]

SUBCHAPTER E—AIRSPACE

[Docket No. 6540; Amdt. 71-3]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Method of Describing Federal Airways

The purpose of this amendment is to redescribe the method used to designate the floors of Federal airways.

Section 71.5(c) (1) provides that each Federal airway includes that airspace extending upward from 700 feet (until designated from 1,200 feet or more) above the surface of the earth. Amendment 60-21 (26 F.R. 570) to Part 60 of the Civil Air Regulations, upon which Part 71 was based, stated that it was the intention of the FAA that in most cases the floors of airways would be established at least 500 feet below the minimum en route altitude and, in all cases, not below 1,200 feet above the surface.

The FAA is in the process of redescribing Federal airways in accordance with Amendment 60-21, and it is apparent that the length and complexity of these descriptions must be increased when a common floor of 700 feet above the surface for all airways is replaced with segments varying from 1,200 feet above the surface to 500 feet below the minimum en route altitude. However, to avoid unnecessarily lengthy descriptions where possible, the FAA is restating the definition of the vertical extent of Federal airways to include the following precepts:

(a) Where no altitude is designated, the floor continues to be 700 feet above