

[Docket No. 14687; Amdt. No. 93-93]

PART 93—SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS

Ketchikan International Airport Traffic Rule

The purpose of this amendment to Part 93 of the Federal Aviation Regulations is to establish a new Subpart M prescribing special air traffic rules for the Ketchikan, Alaska, International Airport.

This amendment is based on a notice of proposed rule making (Notice No. 75-27) issued on June 4, 1975, and published in the FEDERAL REGISTER on June 12, 1975 (40 FR 25028). Interested persons have been afforded the opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

Three public comments were received in response to the notice. Two commenters acknowledged the existence of the air traffic problem described in the notice and that the proposed rule would be an improvement, but asserted that only an air traffic control tower facility would be able to provide the amount of air traffic control service that the situation requires. After reviewing the possible need for a control tower at the Ketchikan International Airport, the FAA believes this regulation will achieve an acceptable level of safety, and that a control tower is not necessary for safe operation at that airport at this time.

One commenter objected to the proposed rule stating (1) that large and turbine powered airplanes can and do maneuver in open areas adjacent to Tongass Narrows to line up with the runway at Ketchikan; (2) that consequently they can maneuver for traffic avoidance within the confined airspace of the Narrows, and the need to go around would seldom occur; (3) that although most aircraft in the local area have two-way radio communications capability, the state of the art, local weather, and water conditions make radio communications intermittent and nonfunctional to the extent that a rule requiring a two-way radio communications capability is unjustified; and (4) that advantage can be taken of the rule beyond the scope of its intended use (presumably, by approaching aircraft announcing unnecessarily early that they are on final approach). Contrary to the first two assertions, safety can be derogated when an aircraft is forced to maneuver in confined airspace or close to the ground. A detailed

study indicates that a problem does exist, and that this amendment would provide an acceptable level of safety. The assertion that local weather and water conditions make radio communications intermittent and nonfunctional is no more applicable to Ketchikan than to many other locations where two-way radio capability is now required. However, the possibility of two-way radio communications failure exists, and the rule, as herein adopted, provides for this eventuality.

With respect to the expressed concern that approaching aircraft may announce that they are on final approach unnecessarily early, as envisioned by the commenter, the FAA will determine what actions would be appropriate to remedy that situation if it should prove to be a problem.

The proposed rule was presented to the Ketchikan aviation community in an informal airspace meeting on January 23, 1974, and the comments received at that meeting were favorable to its adoption.

Finally, an editorial change is made to delete surplus material. Paragraphs (c), (d), and (e) of § 93.1 merely enumerate the contents of subparts of Part 93. It is unnecessary to repeat the scope of the subparts in § 93.1. Paragraphs (c), (d), and (e) are, therefore, deleted. No substantive change results.

In consideration of the foregoing, Part 93 is amended, effective May 7, 1976, as follows:

§ 93.1 [Amended]

1. Section 93.1 is amended by deleting paragraphs (c), (d), and (e) thereof.
2. A new Subpart M is added to read as follows:

Subpart M—Ketchikan International Airport Traffic Rule

- Sec.
 93.151 Applicability.
 93.153 Communications.
 93.155 Aircraft operations.

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

Subpart M—Ketchikan International Airport Traffic Rule

§ 93.151 Applicability.

This subpart prescribes special air traffic rules and communication requirements for persons operating aircraft, under VFR, in the airspace below 3,000 feet MSL within the perimeter defined for the Ketchikan Control Zone (regardless of whether that control zone is in effect), excluding that airspace below 600 feet MSL and—

- (a) More than three miles from the nearest point on Ketchikan International Airport;
- (b) East of a line through the center of Pennock Island, extending to the end of the ferry slip at Ketchikan International Airport, thence through Channel Island; or
- (c) West of a line extending from Gravina Point to Vallenar Point.

§ 93.153 Communications.

When the Ketchikan Flight Service Station is in operation, no person may operate an aircraft within the airspace specified in § 93.151, or taxi onto the runway at Ketchikan International Airport, until he has established two-way radio communications with the Ketchikan Flight Service Station and has received a traffic advisory. However, if two-way radio communications failure occurs in flight, he may operate that aircraft within the airspace specified in § 93.151, and land, if weather conditions are at or above basic VFR weather minimums.

§ 93.155 Aircraft operation.

(a) When an advisory is received from the Ketchikan Flight Service Station stating that an aircraft is on final approach to the Ketchikan International Airport, no person may taxi onto the runway of that airport until the approaching aircraft has landed and has cleared the runway.

(b) Unless otherwise authorized by ATC, each person operating a large airplane or a turbine engine powered airplane shall—

(1) When approaching to land at the Ketchikan International Airport, maintain an altitude of at least 900 feet MSL until within three miles of the airport; and

(2) After takeoff from the Ketchikan International Airport, maintain runway heading until reaching an altitude of 900 feet MSL.

Issued in Washington, D.C., on March 26, 1976.

JAMES E. DOW,
Acting Administrator.

[FR Doc. 76-9935 Filed 4-7-76; 8:45 am]

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