

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Docket No. 7410; Amdt. 93-9]

PART 93—SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS

Subpart H—Portland International Airport Traffic Area

This amendment to Part 93 of the Federal Aviation Regulations establishes a special air traffic rule for the Portland, Oreg., International Airport Traffic Area.

The FAA published a notice of proposed rule making in the FEDERAL REGISTER on June 8, 1966 (31 F.R. 8078), circulated as Notice 66-20, containing a proposal to amend Part 93 of the Federal Aviation Regulations by establishing a special air traffic rule for Portland that would require traffic at the Pearson Airpark and the Columbia Seaplane Base to maintain radio communications with the Portland International Tower, and to establish approach and departure patterns for these airports.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. Due consideration was given to all relevant matter presented.

The Air Line Pilots Association, while not objecting to the proposal, suggested that the problem should be resolved by local agreement.

The city of Vancouver, in an attempt to handle the air traffic problem at the local level, adopted an ordinance that included the same provisions that were proposed in the notice. While local solutions of problems are to be encouraged, the establishment of air traffic regulations is an exclusive function of the Federal government, delegated by Congress to the Administrator of the Federal Aviation Administration. Accordingly, the requirements proposed in the notice must be established by the Administrator through a rule making procedure.

On individual commented that in his opinion the communications requirement would hamper the tower personnel at Portland International in their handling of Portland traffic but stated that he had no objection to the traffic pattern proposal.

The city of Vancouver Airport Advisory Committee commented on behalf of Pearson Airpark, stating that the present air traffic rules have been satisfactory but recommended the adoption of the communications requirement. They also suggested that the traffic pattern proposed for aircraft landing at Pearson Airpark be 800 feet MSL instead of 1,000 feet MSL.

The communications provision of this rule will enable the Portland Tower to issue traffic information to Pearson Airpark Traffic, the Seaplane Base Traffic, as well as Portland International Traffic. While this rule will give Portland Tower communications capability to control traffic operating to or from Pearson Airpark or Columbia River Seaplane Base, it is anticipated that normally these communications will be in an advisory

capacity. However, should the occasion arise when actual control is required to preclude a hazardous situation the means to exercise air traffic control authority would be available.

The traffic at Pearson Airpark is presently a problem because the controllers at Portland International are unable to determine the intended approach or departure flight paths of pilots operating to or from Pearson Airpark. Two-way radio communications between pilots operating in the Portland airport traffic area and the Portland International Tower should remedy this problem.

After reviewing the comments received and considering the circumstances involved therein, the FAA is of the opinion that because of planned improvements to the airports involved, a situation is developing in the Portland Terminal Area that is inimical to safety as discussed in the notice, and that the establishment of special air traffic rules would alleviate the situation. Therefore, the rule is adopted as proposed.

In consideration of the foregoing, Part 93 of the Federal Aviation Regulations is amended, effective October 6, 1967, by adding Subpart H to read as follows:

- Sec.
 93.101 Applicability.
 93.103 Communications.
 93.105 Pearson Airpark traffic.
 93.107 Columbia River Seaplane Base traffic.

AUTHORITY: The provisions of this Subpart H issued under sec. 307, Federal Aviation Act of 1958 (49 U.S.C. 1348).

§ 93.101 Applicability.

This subpart prescribes special air traffic rules for persons operating aircraft to or from the Pearson Airpark or the Columbia River Seaplane Base.

§ 93.103 Communications.

While within the Portland airport traffic area, each person operating an aircraft to or from the Pearson Airpark or the Columbia River Seaplane Base shall establish and maintain two-way radio communications with Portland International Airport Traffic Control Tower.

§ 93.105 Pearson Airpark traffic.

(a) *Arriving.* Except when the VFR clearance-from-cloud rules of Part 91 of this chapter require otherwise, each person piloting an aircraft landing at the Pearson Airpark shall enter the traffic pattern north of the airport at or above 1,000 feet MSL and execute a left traffic pattern for a landing to the east or a right traffic pattern for a landing to the west.

(b) *Departing.* Each person piloting an aircraft departing from Pearson Airpark shall leave the airport traffic pattern to the north.

§ 93.107 Columbia River Seaplane Base traffic.

(a) *Arriving.* Except when the VFR clearance-from-cloud rules of Part 91 of this chapter require otherwise, each person piloting an aircraft landing at the Columbia River Seaplane Base shall enter the traffic pattern north of the

airport at 700 feet MSL and execute a left traffic pattern for a landing to the east or a right traffic pattern for a landing to the west.

(b) *Departing.* Each person piloting an aircraft departing from the Columbia River Seaplane Base shall leave the traffic pattern to the north.

Issued in Washington, D.C., on August 29, 1967.

WILLIAM F. MCKEE,
 Administrator.

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