

tions were made to these modifications; therefore, they are adopted as proposed.

While no objection was made with respect to eliminating the exclusion of the airspace below 300 feet along the west side of the Anchorage Airport traffic area, one comment stated that it was not clear what effect this change would have on float plane operators that have previously operated in the excluded airspace. Under this amendment, those operators, as suggested in this comment, must remain west of the airport traffic area (but may be operated east of Fire Island).

It was proposed in the notice to amend § 93.53 to exclude the Merrill and Lake Hood segments from the airport traffic area when the control towers were not in operation. After further consideration, the FAA believes that this would have the undesirable effect of suspending the basic airport traffic area rules in this airspace, and, therefore, withdraws this proposal.

It was also proposed in the notice to delete §§ 93.61(c) and 93.63(d) which require persons piloting aircraft within the Lake Hood and Merrill segments to communicate with the Anchorage International Airport control tower when the towers within those segments were not operating. However, the FAA now believes that communication is desirable, in the interest of safety, under those conditions.

The FAA, after further consideration, has determined that this communication can be preserved by removing the Lake Hood frequencies to Anchorage tower when Lake Hood tower is not operating. This will allow Anchorage tower to retain communications with pilots on the Lake Hood frequencies within the Lake Hood segment when Lake Hood tower is not operating. Similarly, Merrill tower frequencies are removed to the Anchorage Flight Service Station when the Merrill tower is not in operation. Pilots within the Merrill segment will be provided service by communicating with the Anchorage Flight Service Station. Section 93.61(c) is, therefore, not amended, and § 93.63(d) is amended to provide that pilots communicate with Anchorage Flight Service Station when the Merrill tower is not in operation.

The notice proposed to revoke § 93.67(b) as being a redundant rule regarding compliance with the Bryant traffic pattern. After further consideration the FAA believes this rule is necessary to retain the basic Bryant traffic pattern rules when the Bryant tower is not operating and, therefore, withdraws the proposal.

Further review of the Anchorage Airport traffic area rules indicated that a minor change to § 93.57(e) should be made for clarification. Accordingly, the section is changed from referring to radio communication with the "control tower serving the airport" to refer instead to the "control tower serving the segment containing the airport of landing or take-off." This will eliminate possible confusion in the situation where the control tower within a specific segment is closed

and another facility is serving that particular segment. For consistency with the provisions of § 93.63(d), that paragraph is excepted from the revised provisions of § 93.57(e).

Finally, several nonsubstantive changes to the landmarks used in describing boundaries of the airport traffic area and changes to the appropriate diagrams in Appendix A resulting from the amendments adopted herein have been made.

This amendment has been charted by the National Oceanic and Atmospheric Administration. The revised charts are effective on July 18, 1974. Safety requires that there be no inconsistency between the charted upper limit of the Anchorage, Alaska, Airport Traffic Area and the upper limit prescribed in this amendment. To prevent this inconsistency, it is essential that this amendment be effective at the earliest possible time. The FAA, therefore, finds that good cause exists for making this amendment effective less than 30 days after publication in the FEDERAL REGISTER. It is accordingly made effective upon such publication.

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

In consideration of the foregoing, Part 93 is amended, effective September 9, 1974 as follows:

1. Section 93.53 is amended to read as follows:

§ 93.53 Description of area.

The Anchorage Airport traffic area is designated as that airspace extending upward from the surface to, but not including, 3,000 feet MSL. It is bounded by a line beginning at Point MacKenzie extending westerly along the bank of Knik Arm to a point intersecting an arc of five-statute-mile radius circle centered on the geographical center of Anchorage International Airport; thence counterclockwise along that arc to its intersection with the new Seward Highway; thence northerly along the new Seward Highway to its intersection with Tudor Road; thence easterly along Tudor Road to its intersection with Muldoon Road; thence northerly along Muldoon Road to a point one-half statute mile south of Palmer Highway; thence northeasterly along a line one-half statute mile east of and parallel to Palmer Highway to its intersection with a line one-half statute mile east of and parallel to Bryant Airport runway 16/34; thence northeastward along this line to its intersection with 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 an arc of a five-statute-mile radius circle centered on the geographical center of Elmendorf Air Force Base; thence counterclockwise along this arc to its intersection with the west bank of Knik Arm; thence southerly along the

[Docket No. 12425; Amdt. No. 53-59]

PART 93—SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS

Anchorage, Alaska, Airport Traffic Area

The purpose of this amendment is to make several modifications to the Anchorage, Alaska, Airport traffic area. The modifications include a minor revision in the boundary separating the Lake Hood and Merrill segments, elimination of the exclusion of the airspace below 300 feet over the water along the west side of the Anchorage Airport traffic area, an increase in the ceiling of the airport traffic area from 2,700 feet MSL to 3,000 feet MSL, modification of the communication rules for the airport traffic area and the Merrill segment, and a minor change in the description of the airport traffic area.

On December 9, 1972, a notice of proposed rulemaking (Notice 72-32) was published in the FEDERAL REGISTER (37 FR 26344) proposing to amend Part 93 of the Federal Aviation regulations by making several minor modifications to the Anchorage, Alaska, Airport traffic area. Interested persons were afforded an opportunity to participate in the proposed rulemaking through the submission of comments.

Two comments were received in response to the notice. One commentator concurred in the proposal. The other suggested that Lake Hood traffic continue to communicate with Anchorage International Airport Control Tower when the Lake Hood Control Tower is not operating, and suggested that the Anchorage Flight Service Station serve Merrill traffic when the Merrill Control Tower is not operating. As discussed below, these suggestions are adopted herein.

The notice proposed a revision in the boundary separating the Lake Hood and Merrill segments in order to provide an additional segment of airspace for Merrill traffic which was of minimal use and benefit to Lake Hood traffic. The notice also proposed elimination of the 300-foot exception to the airport traffic area overlying the tidal flats of Knik Arm and Turnagain Arm. Additionally, the notice proposed raising the ceiling of the area from 2,700 feet to 3,000 feet. No objec-

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west bank of Knik Arm to the point of beginning. However, it does not include the following:

(a) That airspace at and below 600 feet MSL, north of a line beginning at the intersection of Farrell Road and the northeast boundary of the airport traffic area extending westerly along Farrell Road to the east end of Sixmile Lake; thence along a line bearing on the middle of Lake Lorraine to the boundary of the airport traffic area.

(b) That airspace at and below 600 feet MSL, south of a line beginning at the intersection of the new Seward Highway and Dimond Boulevard extending westerly along Dimond Boulevard to Sand Lake Road thence due west to the boundary of the airport traffic area.

(c) [Reserved]

(d) That airspace described as the "Bryant segment" in § 93.55(e), when the Bryant control tower is not in operation.

2. Section 93.55(b) is amended to read as follows:

§ 93.55 Subdivision of area.

(b) *Merrill segment*—that area lying within a line beginning at Point MacKenzie extending directly to the mouth of Fish Creek; thence along Fish Creek to Northern Lights Boulevard; thence direct to the intersection of Tudor Road and the new Seward Highway; thence east and north along the airport traffic area boundary to a point directly east of the intersection of Palmer Highway and Boniface Parkway; thence due west on a direct line through that intersection to Ship Creek; thence along Ship Creek to its mouth; thence on a direct line toward the center of Lake Lorraine to the airport traffic area boundary; thence counterclockwise along the airport traffic area boundary to the point of beginning.

3. Section 93.57(e) is amended to read as follows:

§ 93.57 General rules: all segments.

(e) Except as provided in § 93.63(d), each person piloting an aircraft shall maintain two-way radio communications with the control tower serving the segment containing the airport of landing or takeoff.

§ 93.63 [Amended]

4. Section 93.63(d) is amended by deleting the words "Anchorage International Airport Control Tower" and inserting the words "Anchorage Flight Service Station" in place thereof.

5. The first two diagrams (Anchorage Airport Traffic Area) in Appendix A are amended to reflect the changes effected by Items 1 and 2, above. The two diagrams, as amended, are set forth below.

Issued in Washington, D.C., on August 20, 1974.

JAMES E. DOW,
Acting Administrator.

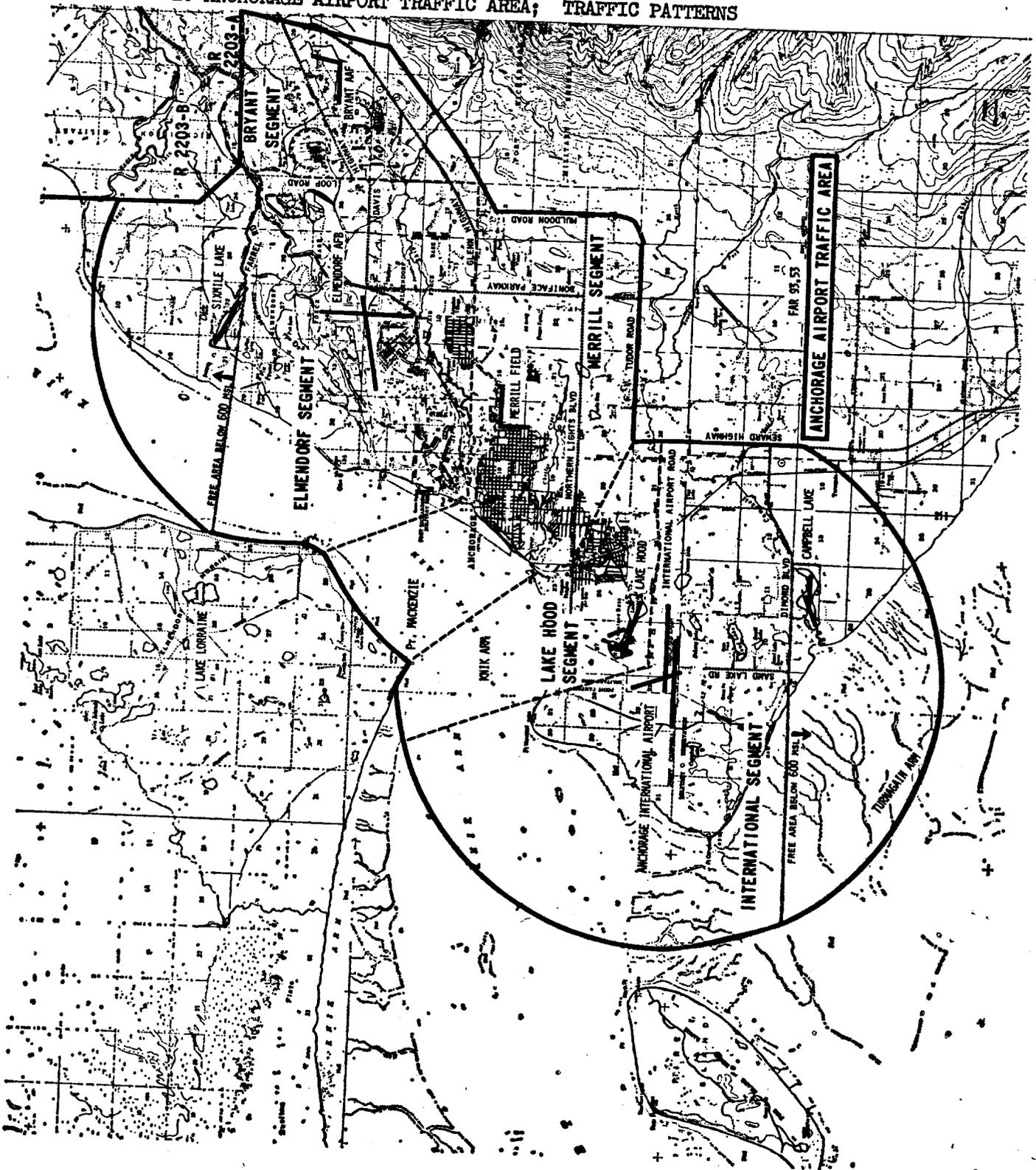
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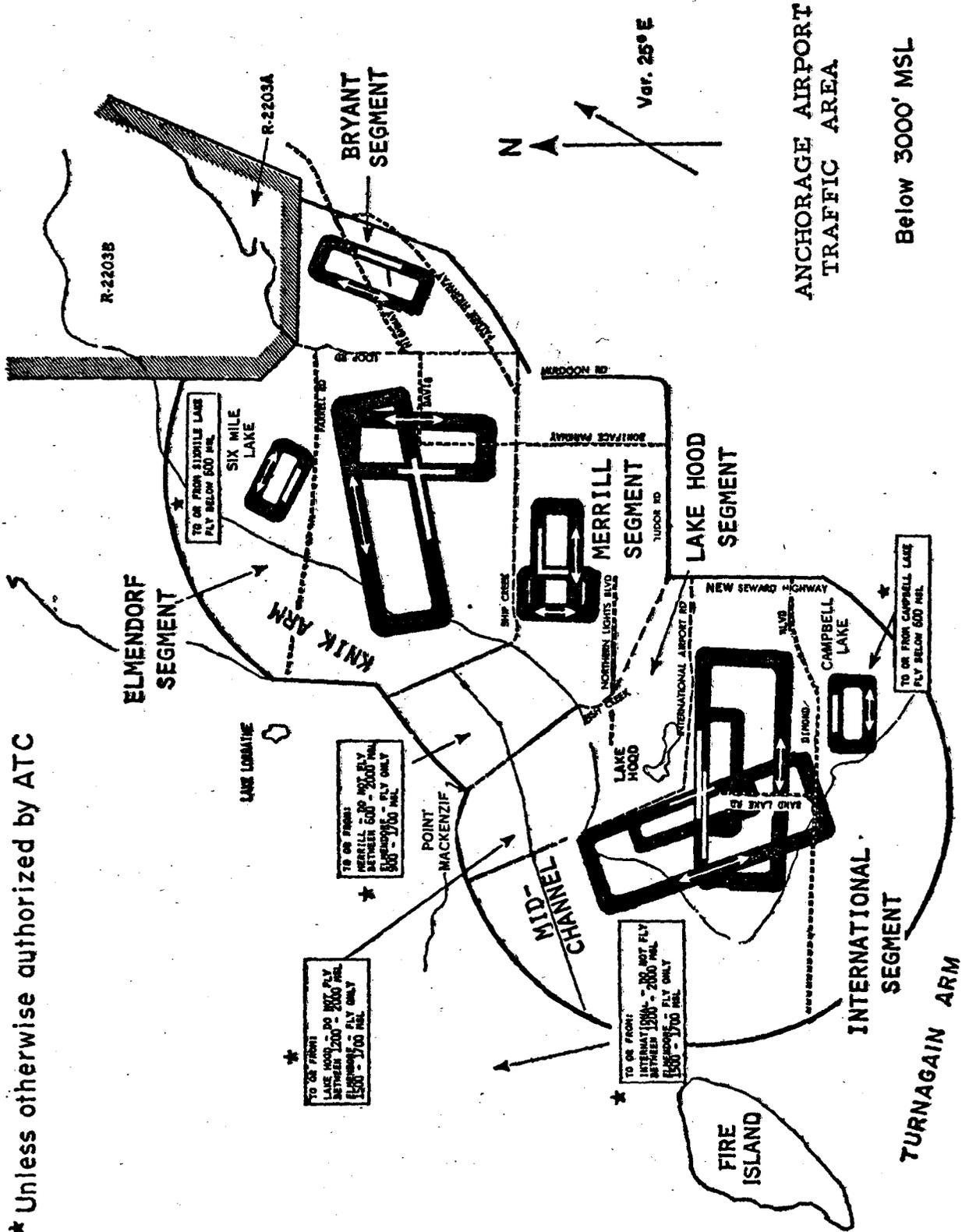
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APPENDIX A.

I. ANCHORAGE AIRPORT TRAFFIC AREA; TRAFFIC PATTERNS





* Unless otherwise authorized by ATC

[FR Doc. 74-20076 Filed 9-6-74; 9:45 am]