

July 3, 1970

tion Regulations is to clarify the applicability of the subpart, and to eliminate IFR flights from the rule.

These amendments are based on a notice of proposed rule making (Notice No. 69-53) published in the FEDERAL REGISTER on December 11, 1969 (34 F.R. 237). Three comments were received in response to the notice. One comment concurred with the proposals. The other two raised certain objections.

One comment contained a request that the dimension of the airspace corridor be modified to exclude the airspace within a 5-statute-mile radius of Phoenix-Litchfield Airport, rather than the 4-mile radius that was proposed. This would prevent encroachment of the Phoenix-Litchfield Airport traffic area, and provide space for future ILS installation. The FAA has determined that the rule restricts only the absolute minimum of airspace consistent with safe operation of Luke Air Force Base requirements. Modifying the corridor as requested would be unwise and unsafe.

Another comment objected to allowing Luke training flights to make random crossings of V-16 at any point of their own choosing. The notice did not change the rule as it is now being applied, but merely clarified the wording to eliminate any possible misinterpretation. Funnelling of all Luke AFB traffic through one airspace corridor is opposed by the Air Force and the FAA. The Luke VFR traffic operating through the corridor are typically aircraft arriving at or departing Luke AFB. Because of the volume of aircraft involved, and the fact that piloting requirements during the departure and arrival phases of flight permit only very limited time to watch for other aircraft, Luke AFB jet aircraft operating VFR crossing V-16 within the airspace segment specified in section 93.71 will be segregated by altitude from other aircraft. Other Luke AFB traffic operating VFR and crossing V-16 will be beacon targets enabling ATC to give information concerning them to IFR aircraft.

One comment also contained a question as to the ability of the Phoenix TRACON to provide IFR traffic information concerning VFR aircraft operations in the airspace concerned in the notice. One main purpose of the rule was to segregate IFR aircraft (primarily operating along V-16) from Luke VFR traffic crossing the airway. The Phoenix area is under continuous radar surveillance. Since all Luke Air Force aircraft are beacon equipped, the Phoenix TRACON has the capability to pick up Luke AFB aircraft crossing outside the corridor. Information concerning these VFR Luke AFB aircraft can be transmitted to the IFR aircraft in contact with ATC. It was not intended to imply that VFR traffic other than the Luke aircraft would always be seen on radar or given as traffic.

In consideration of the foregoing, Part 93 of the Federal Aviation Regulations is hereby amended, effective August 20, 1970, to read as follows:

1. By amending § 93.71 to read as follows:

§ 93.71 Applicability.

This subpart applies to aircraft operated under Visual Flight Rules within VOR Federal Airway 16 between longitudes 112°23'00" W. and 112°41'30" W., excluding that portion of the airspace within a 4-statute-mile radius of Phoenix-Litchfield Airport (latitude 33°-25'25" N., longitude 112°22'30" W.), Monday through Saturday, from 0600 to 0100 the following day, local time.

2. By amending § 93.73 to read as follows:

§ 93.73 Crossing VOR Federal Airway No. 16; VFR Jet Training Operations.

Each pilot in command of a Luke Air Force Base jet aircraft operating outside of Luke Air Force Base airport traffic pattern under Visual Flight Rules and engaged in a training operation that requires crossing of VOR Federal Airway No. 16 within the airspace specified in § 93.71, shall cross within that specified airspace at altitudes from 2,500 feet m.s.l. to 5,000 m.s.l., inclusive.

3. By amending § 93.75 to read as follows:

§ 93.75 Crossing and Operating along VOR Federal Airway No. 16.

Each person piloting an aircraft (other than an aircraft to which § 93.73 applies, and aircraft departing Luke Air Force Base) crossing or operating along VOR Federal Airway No. 16 in the area specified in § 93.71 shall operate—

- (a) At 2,000 feet m.s.l., or lower, or
- (b) At 5,500 feet m.s.l., or higher.

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

Issued in Washington, D.C., on June 26, 1970.

J. H. SHAFFER,
Administrator.

[F.R. Doc. 70-8487; Filed, July 2, 1970; 3:46 a.m.]

[Docket No. 10005; Amdt. 93-30]

PART 93—SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS

VOR Federal Airway Special Air Traffic Rule

The purpose of these amendments to Subpart E of Part 93 of the Federal Avia-

See correction

AT

[Docket No. 10005; Amdt. ~~92-20~~]

**PART 93—SPECIAL AIR TRAFFIC
RULES AND AIRPORT TRAFFIC
PATTERNS**

**VOR Federal Airway Special Air
Traffic Rule**

Correction

In F.R. Doc. 70-8487 appearing on page 10856 in the issue of Friday, July 3, 1970, the effective date in the sixth paragraph in the center column reading "August 20, 1970" should read "August 2, 1970".