

[4910-13]

[Docket No. 14703; Amdt. No. 88-88]

**PART 93—SPECIAL AIR TRAFFIC RULES
AND AIRPORT TRAFFIC PATTERNS****Designation of Special Airport Traffic Area
for Sabre U.S. Army Heliport**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule designates a special airport traffic area for the Sabre U.S. Army Heliport. The complex of adjacent military installations, consisting of Sabre, Campbell Army Air Field and restricted areas R-3702 and R-3703, has caused confusion to transient pilots and has imposed a considerable burden upon aircraft operating in the vicinity of those two airports. This amendment will increase safety by eliminating pilot uncertainty as to which of the two airport towers to contact, and it will provide for more efficient use of the navigable airspace by decreasing the distance transient aircraft must fly to avoid infringing on military airspace when crossing this area.

EFFECTIVE DATE: February 3, 1978.

FOR FURTHER INFORMATION CONTACT:

C. M. Stratton, Air Traffic Rules Branch, Airspace and Air Traffic Rules Division, Federal Aviation Administration, 800 Independence Avenue SW., Washington, D.C. 20591, telephone 202-426-3128.

SUPPLEMENTARY INFORMATION: This rule amends Part 93 of the Federal Aviation Regulations to establish a new Subpart N that designates a special airport traffic area for the Sabre U.S. Army Heliport (Sabre), located near Clarksville, Tenn.

HISTORY

This amendment is based upon a notice of proposed rulemaking (Notice No. 75-28) published in the FEDERAL REGISTER on June 13, 1975 (40 FR 25219). Interested persons were afforded the opportunity to participate in the making of this amendment. Only one public comment was received; it favored adoption of the proposed rule.

THE RULE

The FAA has reviewed the airspace and flight safety requirements of the area in the vicinity of Sabre. On the basis of that review, the FAA concludes that the standard airport traffic area at Sabre unduly restricts the efficient use of the navigable airspace in that area.

Section 91.85(d) of the Federal Aviation Regulations (FAR) provides that unless a person is otherwise authorized or required by Air Traffic Control, he may not operate an aircraft within an airport traffic area except for the purpose of landing at, or taking off from, the airport within that area. Unless otherwise designated in Part 93, the standard airport traffic area for an airport with an operating control tower is defined in § 1.1 of Part 1 as that airspace within a horizontal radius of 5 statute miles from its geographical center and extending up to, but not including, an altitude of 3,000 feet above the airport. An airport is defined in FAR § 1.1 as an area of land or water that is used or intended to be used for the landing and takeoff of aircraft. Thus, heliports come within this definition and, consequently, airport traffic area rules and definitions are applicable to them.

Generally, heliports are situated on or adjacent to tower controlled airports serving fixed-wing aircraft which provide control tower services to both airplane and helicopter traffic. Normally, the airport traffic area of such heliports covers substantially the same airspace as the co-located or adjacent airport. However, Sabre is a part-time, tower-controlled heliport located approximately 4½ miles from its associated airfield, Campbell AAF, Ky. When Sabre is in operation, the airport traffic areas associated with each airport only slightly overlap each other. Also, operations in the vicinity of the airport traffic areas are further limited by two restricted areas, R-3702 and R-3703, that are associated with Campbell AAF and extend into portions of both airport traffic areas. This extended military complex imposes a substantial burden on transient air traffic operations and may derogate safety, especially when flight over or around either airport traffic area becomes impractical because of weather conditions. Frequently, pilots, unfamiliar with the areas and installations, are uncertain as to which of the two towers to contact to obtain permission to transit the airport traffic areas.

The FAA has consulted with Campbell AAF's Commander concerning the types of flight operations conducted in and around each of these airport traffic areas and any particular flight safety requirements. Based upon those discussions and the proximity of Campbell AAF and the two restricted areas to the heliport, the FAA is designating a special airport traffic area for Sabre. It consists of that airspace that extends to an altitude of 2,000 feet above the heliport's surface and within a 2-statute-mile radius of its geographical center. Sabre's special airport traffic area is expected to increase safety

through the elimination of pilot uncertainty as to which of the 2 airport towers to contact and to provide a more efficient use of navigable airspace by decreasing the distance transient operations must fly to avoid Sabre's current airport traffic area.

DRAFTING INFORMATION

The primary authors of this document are C. M. Stratton, Air Traffic Service, and Gloria Willingham, Office of the Chief Counsel.

ADOPTION OF THE AMENDMENT

Part 93 of the Federal Aviation Regulations is amended, effective February 3, 1978, by adding a new Subpart N, to read as follows:

**Subpart N—Sabre U.S. Army Heliport (Tenn.)
Airport Traffic Area**

Sec.
93.161 Applicability.
93.163 Description of area.

**Subpart N—Sabre U.S. Army Heliport
(Tenn.) Airport Traffic Area****§ 93.161 Applicability.**

This subpart prescribes the Sabre U.S. Army Heliport airport traffic area located in the vicinity of Clarksville, Tenn. It is effective during the hours that the Sabre Control Tower is operating.

§ 93.163 Description of area.

The Sabre U.S. Army Heliport airport traffic area is designated as that airspace extending from the surface up to but not including an altitude of 2,000 feet above the surface of the heliport and within a 2-statute-mile radius of the heliport's geographical center.

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

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Washington, D.C., on December 22, 1977.

LANGHORNE BOND,
Administrator.

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AAT