

December 1, 1964

[Docket No. 6342; Amdt. 93-6]

**PART 93—SPECIAL AIR TRAFFIC
RULES AND AIRPORT TRAFFIC PAT-
TERNS [NEW]****Anchorage, Alaska, Terminal Area
Rules; Merrill Segment**

The purpose of this amendment to Part 93 [New] of the Federal Aviation Regulations is to add a paragraph which provides continuity of two-way radio communications in the Merrill segment of the Anchorage Airport traffic area when the Merrill control tower is not operating.

Subpart D of FAR 93 prescribes the Anchorage, Alaska Airport traffic area. Additionally, it prescribes special rules governing the operation of aircraft at Anchorage Airport and at other airports in the vicinity.

Section 93.35 subdivides the Anchorage Airport traffic area into the International, Lake Hood, Merrill, Elmendorf, and Bryant segments. Section 93.57 sets forth the general operating rules for all segments and requires each pilot to maintain two-way radio communications with the control tower serving the airport of landing or takeoff. Section 93.63 contains the special rules pertaining to operation in the Merrill segment.

Although the Merrill control tower presently is responsible for the Merrill segment on a continuous basis, alternate controls for the Merrill Field airport lights have been installed in the Anchorage Flight Service Station. Because of a comparatively small number of airport operations after sunset during the winter months, this installation will permit the implementation of present plans for a 16-hour operation of the Merrill Tower during approximately seven

months of the winter season. During the summer months, a 24-hour operation of the Merrill Tower is required due to the 20-hour day between sunrise and sunset and sufficient twilight during the remaining four hours to permit a considerable amount of airport operations. During the period of time the tower is not operating, the communications requirements for the Merrill segment will be satisfied by using the Anchorage International Airport control tower.

Since the change, herein, is made to facilitate use of the Merrill segment during the present and future winter months when the Merrill Tower is not operating on a continuous basis, and since the change necessitates only minor alterations in communications procedures, the notice and public procedure requirements of the Administrative Procedure Act are impracticable and contrary to the public interest, and the amendment will be made effective 30 days after publication in the FEDERAL REGISTER.

In consideration of the foregoing, § 93.63 of the Federal Aviation Regulations is amended, effective December 31, 1964, by adding the following new paragraph (d) at the end thereof:

§ General rules; Merrill segment.

* * * * *

(d) Whenever the Merrill control tower is not operating, each person piloting an aircraft within the segment shall maintain two-way radio communication with the Anchorage International Airport control tower.

This amendment is made under section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on November 23, 1964.

HAROLD W. GRANT,
Acting Administrator.

[F.R. Doc. 64-12192; Filed, Nov. 30, 1964;
8:46 a.m.]

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