

[Amdt. 99-2; Docket No. 4001]

**PART 99—SECURITY CONTROL OF
AIR TRAFFIC [NEW]**

Alteration of Alaskan DEWIZ

The purpose of this amendment is to alter the southern and western boundaries of the Alaskan Distant Early Warning Identification Zone.

In Notice 64-8, the FAA proposed a partial realignment of the Alaskan DEWIZ in order to reduce the frequency of flight progress reports. Since over-water pilots are required to report each five degrees, latitude or longitude, ending in either zero or five, it was proposed to adjust portions of the southern and western boundaries of the DEWIZ to coordinates compatible with these over-water reporting points.

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.

Only two comments were received on the proposed rule. The Air Line Pilots Association recommended adoption of the proposal. The Air Transport Association of America (ATA) had no basic objection to the proposal, but felt that further changes to the DEWIZ boundary would be appropriate. The ATA pointed out that procedures for the Anchorage Oceanic Control Area call for pilots operating aircraft on a track predominantly east or west to report each ten degrees of longitude, rather than each five degrees, if the speed of the aircraft is such that ten degrees will be traversed in one hour and twenty minutes or less. Accordingly, they suggested alignment of the western boundary of the DEWIZ to coincide with 170° or 180° W. longitude, instead of with 175° W. longitude as was proposed in the notice.

The FAA recognizes that alteration of the western boundary of the DEWIZ as suggested by the ATA would further reduce jet aircraft position reporting. However, relocation of the boundary to either 170° or 180° W. longitude would not be practicable. Use of 170° W. longitude would compromise the capability to correlate the identification, location, and control of civil aircraft because of the proximity of the boundary to the mainland. On the other hand, use of 180° W. longitude would create a severe problem in correlating position reports because of the inadequacy of navigational aids in that area. Therefore, action is taken herein to alter the DEWIZ as proposed in Notice 64-8.

Since this action involves airspace outside the United States, the Agency has consulted with the Secretary of State and the Secretary of Defense in accordance with the provisions of Executive Order 10854.

In consideration of the foregoing, § 99.47 [New] of Chapter I of Title 14 of the Code of Federal Regulations is amended, effective August 20, 1964, to read as follows:

§ 99.47 Alaskan DEWIZ.

The area bounded by a line connecting 73°-00' N., 141°00' W.; 69°50' N., 141°00' W.; 71°-18' N., 156°44' W.; 68°53' N., 166°16' W.; 63°17' N., 168°42' W.; 58°39' N., 162°03' W.; 54°00' N., 169°00' W.; 52°00' N., 169°00' W.; 56°34' N., 154°10' W.; 59°28' N., 146°18' W.; 59°30' N., 139°30' W.; 57°00' N., 139°30' W.; 50°00' N., 157°00' W.; 50°00' N., 175°00' W.; 60°00' N., 175°00' W.; 61°45' N., 177°00' W.; 65°00' N., 169°00' W.; 73°00' N., 169°00' W.; 73°00' N., 141°00' W. (point of beginning).

(Secs. 307, 1110, 1202, Federal Aviation Act of 1958; 49 U.S.C. 1348, 1510, and 1522; E.O. 10854, 24 F.R. 9565)

Issued in Washington, D.C., on July 7, 1964.

**N. E. HALABY,
Administrator.**

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8:46 a.m.]

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