

UNITED STATES OF AMERICA
FEDERAL AVIATION AGENCY
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[14 CFR Part 93]

[Docket No. 6296; Notice 65-5]

**ANCHORAGE, ALASKA, TERMINAL
AREA**

Notice of Proposed Rule Making

The Federal Aviation Agency is considering amending Part 93 of the Federal Aviation Regulations to make the Bryant segment of the Anchorage Airport traffic area effective only during the hours the Bryant control tower is in operation. This amendment would eliminate the requirement for Bryant traffic to maintain two-way radio contact with the Elmendorf control tower when the Bryant control tower is not operating.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered by the Administrator before taking action on the proposed amendment. The proposal contained in the notice may be changed in the light of comments received. All comments submitted will be available in the Rules Docket for examination by interested persons, both before and after the closing date for comments.

Subpart D of Part 93 designates the Anchorage, Alaska, Airport traffic area, divides the airport traffic area into several segments, and prescribes rules governing the operation of aircraft at Anchorage International Airport and other airports in the vicinity. Section 93.57 prescribes the general rules for all segments of the area, including a requirement that aircraft operate only in the segment containing the airport of landing or takeoff, and that pilots maintain two-way radio contact with the control tower serving the airport of landing and takeoff. Section 93.67 contains the special rules pertaining to operations in the

Bryant segment and provides that whenever the Bryant control tower is not operating, each person piloting an aircraft in the segment shall maintain two-way radio communications with the Elmendorf control tower.

Control of the Bryant segment by Elmendorf Tower, when Bryant Tower is closed, is considered unsatisfactory. The majority of flights in the Bryant segment are local flights out of Bryant Army Airfield and although Elmendorf Tower is in control of the Bryant segment, it is not able to maintain visual contact with the Bryant traffic. If Bryant traffic were relieved of the requirement to maintain two-way radio communications with Elmendorf Tower, this traffic would be free to contact Bryant Operations which has the capability of providing more accurate advisory service regarding field conditions, taxiing traffic, number of aircraft in the pattern, wind conditions, and altimeter. Additionally, the requirement that Bryant traffic must maintain radio communications with Elmendorf Tower adds to Elmendorf radio traffic without producing a corresponding benefit. The proposed rule also would alleviate the necessity of civil aircraft transmitting on the emergency frequency 121.5 mc when they may not have 126.2 mc, the Elmendorf Tower frequency, available.

In view of the foregoing, it is proposed to amend § 93.53, "Description of area," by adding a new subsection which would provide that when the Bryant control is not in operation, the Anchorage Airport traffic area would not include that airspace described as the Bryant segment in § 93.55(e).

In order to retain the traffic patterns and minimum flight altitudes prescribed for Bryant, § 93.67(b) would be amended to provide that whenever the Bryant control tower was not operating each person piloting an aircraft to or from Bryant Army Airfield would conform to the flow of traffic shown on the appropriate diagram in Part 93 Appendix A, and, while within the segment, would operate at an altitude of at least 1,000 feet MSL until maneuvering for a safe landing requires further descent. The communications provision of § 93.67(b) would be rescinded.

It is also proposed to correct an inconsistency in the inclusion of § 93.69 among the sections listed in § 93.57(a). Section 93.69 replaced the former § 619.15(c) which prescribed special requirements for operation at Lake Campbell and Sixmile Lake Airports. These airports are located outside the Anchorage Airport traffic area by reason of the exclusion provided in former § 619.15(a)(1) (i) and (ii), now § 93.53 (a) and (b). Aircraft operating to and from Lake Campbell and Sixmile Lake Airports are therefore not authorized to operate in the airport traffic area, as § 93.57 (a) and (d) may imply. Nor are they required to comply with § 93.57 (c) and (e). It is therefore proposed to amend § 93.57(a) by deleting the reference to § 93.69 in the section, and to amend the title of § 93.69 to read: "Special requirements, Lake Campbell and Sixmile Lake Airports."

Additionally, in Airspace Docket No. 63-AL-20, effective April 8, 1964 (29 F.R. 4908), the Eagle River, Alaska, Restricted Area R-2203 was divided into segments R-2203A and R-2203B, without changing the exterior boundaries. This did not effect a substantive change in the Anchorage Terminal Area, but reference to R-2203 does not accurately delineate the restricted area. It is therefore proposed to amend § 93.53 to reflect this division of R-2203 as follows: In § 93.53 "R-2203; thence west and north along the south and west boundary of R-2203" would be deleted and "R-2203A; thence west along the southern boundaries of R-2203A and R-2203B, thence north along the west boundary of R-2203B" would be substituted therefor.

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

Issued in Washington, D.C., on March 10, 1965.

CLIFFORD P. BURTON,
Acting Director,
Air Traffic Service.

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