

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 93**

[Docket No. 29029; Notice No. 97-14]

RIN 2120-AG45

**Anchorage, Alaska, Terminal Area****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to amend the regulations regarding the Anchorage, Alaska, Terminal Area by revising the description of the Anchorage, Alaska, Terminal Area and the communication requirements for operating in the area; adding a new segment with communication requirements east of Anchorage International Airport; changing several altitude requirements; modifying the vertical limits of certain segments; updating the communications requirements for operations in several segments due to the decommissioning of certain air traffic control facilities; and making minor editorial changes. The FAA is proposing this action to enhance safety and simplify aircraft operating procedures in the Anchorage, Alaska, Terminal Area.

**DATES:** Comments must be received on or before November 17, 1997.

**ADDRESSES:** Comments on this notice should be mailed, in triplicate, to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (AGC-200), Docket No. [29029], 800 Independence Avenue, SW., Washington, DC 20591. Comments may also be sent electronically to the following Internet address: 9-NPRM-CMTS@FAA.DOT.gov. Comments delivered must be marked Docket No. [29029]. The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916G, weekdays between 8:30 a.m. and 5:00 p.m., except on Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Mr. Joseph C. White, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8783.

**SUPPLEMENTARY INFORMATION:****Comments Invited**

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as

they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Substantive comments should be accompanied by cost estimates. Comments should identify the regulatory docket or notice number and should be submitted in triplicate to the Rules Docket address specified above. All comments received on or before the closing date for comments specified will be considered by the Administrator before taking action on this proposed rulemaking. The proposals contained in this notice may be changed in light of comments received. All comments received will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Commenters wishing the FAA to acknowledge receipt of their comments on this notice must include a self-addressed, stamped postcard on which the following statement is made: "Comment to Docket No. [29029]." The postcard will be date/time stamped and returned to the commenter.

**Availability of NPRM's**

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Office of Rulemaking, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-9677. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future FAA NPRM's should request a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes application procedures.

An electronic copy of this document may be downloaded using a modem and suitable communications software from the FAA regulations section of the Fedworld electronic bulletin board service (telephone: 703-321-3339) or the **Federal Register's** electronic bulletin board service (telephone: 202-512-1661).

Internet users may reach the FAA's web page at <http://www.faa.gov> or the **Federal Register's** web page at [http://www.access.gpo.gov/su\\_docs](http://www.access.gpo.gov/su_docs) for access to recently published rulemaking documents.

**Background**

On December 17, 1991, the FAA published, in the **Federal Register**, the Airspace Reclassification Final Rule (56 FR 65638). The purpose of this rule was to change various airspace designations. Among other changes, airport traffic areas were changed to encompass "Classes" of airspace and to include Class A, B, C, D, E, and G airspace areas. While these changes were designed to apply to all similarly designated airspace areas, subpart D of part 93 was not amended to reclassify the Anchorage, Alaska, Terminal Area.

Additionally, the Bryant Airport Traffic Control Tower (ATCT) and the Anchorage Flight Service Station (FSS) were decommissioned. However, no corresponding changes were initiated to amend part 93, subpart D to reflect the closure of the facilities.

In this action, the FAA proposes to replace the term "Airport Traffic Area" with the new term of "Terminal Area." Also, this action would delete references in part 93 to the Bryant ATCT and the Anchorage FSS, and establish a new Seward Highway segment and communication requirements for aircraft operating in this new Seward Highway segment. These changes would update part 93 to reflect airspace designations as they exist today in the vicinity of Anchorage, Alaska. In addition, several changes would be made to the following part 93 sections.

**Analysis of the Proposed Changes**

Part 93, subpart D prescribes rules governing the operation of aircraft in the vicinity of those airports in the Anchorage, Alaska, Terminal Area (28 FR 6715, June 29, 1963).

Currently, there are aeronautical charts that graphically depict the Anchorage, Alaska, Terminal Area. These aeronautical charts are updated frequently without the requirement of any rulemaking action. Consolidated updates of chart changes are available every 56 days in the Alaska Supplement of the flight information publication. The purpose of this supplement, among others, is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical Chart, World Aeronautical Chart, or Terminal Area Chart. Further, current information can be gained by consulting appropriate Notices to Airmen, and other Flight Information Publications. Conversely, appendix A to part 93—Anchorage Airport Traffic Area: Traffic Patterns, requires rulemaking action to change, thus delaying essential aeronautical information required for the safety of

flight. Therefore, the FAA is proposing to remove appendix A of part 93—Anchorage Airport Traffic Area: Traffic Patterns.

#### *Section 93.51—Applicability*

The FAA is proposing to replace the term “Airport Traffic Area” with the new term “Terminal Area.” This proposed change would incorporate changes implemented by the Airspace Reclassification Final Rule.

#### *Section 93.53—Description of Area*

The FAA is proposing to change the description and boundaries of the Anchorage, Alaska, Airport Traffic Area (hereafter referred to as Terminal Area). Currently, § 93.53 describes the Anchorage, Alaska, Terminal Area both in terms of its geographical boundaries and vertical dimensions. The FAA proposes to limit the description of the Anchorage, Alaska, Terminal Area, in this section, to geographical boundaries and delete reference to any vertical dimension. Additionally, the FAA is proposing to change to replace the term “Airport Traffic Area” with the new term “Terminal Area.”

#### *Section 93.55—Subdivision of Area*

The FAA proposes to modify the description of the Anchorage, Alaska, Terminal Area segment areas described in § 93.55. Currently, the segment areas of the Anchorage Terminal Area are described by reference to geographical boundaries. The vertical dimensions of the segment areas, as defined in the current § 93.53 provided a uniform altitude of up to 3,000 feet mean sea level (MSL). This action proposes to describe the segment areas geographically and vertically to conform with other proposed operational changes within each segment. This action also proposes to add the geographical boundaries and vertical dimension of the proposed Seward Highway segment by designating a new paragraph (f). Additionally, the FAA is proposing to delete any references to term “airport traffic area.”

#### *Section 93.57—General Rules: All Segments*

This section describes general rules for operations conducted in all segments of the Anchorage, Alaska, Terminal Area. The FAA proposes to add the new Seward Highway segment in § 93.57(a) and § 93.57(e). The FAA is also proposing to add the Bryant segment operational requirements to the exception listed in § 93.57(d) and § 93.57(e). Additionally, the FAA is proposing to delete any references to the term “airport traffic area.”

#### *Section 93.61—General Rules: Lake Hood Segment*

The FAA proposes to raise the minimum operating altitude provided in § 93.61 for noise mitigation purposes. This section currently states: each person operating an airplane within the segment (except that part described in paragraph (a) of this section) shall operate it at an altitude of at least 600 feet MSL until maneuvering for a safe landing requires further descent. The FAA is proposing to raise the minimum operating altitude from 600 to 1,000 feet MSL.

#### *Section 93.63—General Rules: Merrill Segment*

The FAA proposes to amend § 93.63(d), which currently requires anyone operating an aircraft in the Merrill segment of the Anchorage Terminal Area to maintain two-way radio communication with the Anchorage Flight Service Station (FSS). The Anchorage FSS was decommissioned in June of 1993; but § 93.63(d) was not amended to reflect this closure. This action proposes to require pilots operating in the described area to contact the Anchorage ATCT when the Merrill ATCT is not operating. This change would update § 93.63(d) by reflecting current operating practices.

#### *Section 93.65—General Rules: Elmendorf Segment*

The FAA proposes to amend § 93.65 as follows: (1) amend the required minimum operating altitude; and (2) add a new paragraph (f).

The FAA is proposing to raise the minimum operating altitude provided in § 93.65(b). This section currently requires each person operating an airplane at a speed of 105 knots or less within the Elmendorf segment shall operate it at an altitude of at least 700 feet MSL until maneuvering for a safe landing requires further descent. The FAA proposes to amend § 93.65(b) by raising the minimum operating altitude, for other than turbine-powered airplanes, from 700 to 800 feet MSL. This change would enhance safety by requiring airplanes to operate at a higher altitude and accommodate tree growth in the area.

In addition, the FAA proposes to add a new paragraph (f) to § 93.65. Section 93.65(f) would permit pilots operating to and from Sixmile Lake, within a defined portion of the Elmendorf segment and in accordance with visual flight rules (VFR), to operate without establishing two-way radio communication with air traffic control (ATC).

#### *Section 93.67—General Rules: Bryant Segment*

The FAA proposes to amend the rules for operating in the Bryant segment of the Anchorage, Alaska, Terminal Area prescribed under § 93.67. The Bryant ATCT was decommissioned on September 30, 1995, but the regulations were never amended to reflect that change. This action proposes to change the language in § 93.67(b) to state: (1) Aircraft operating to or from the Bryant Airport shall conform to the flow of traffic shown on the appropriate aeronautical charts; and (2) when operating within the Bryant segment, pilots should self-announce on Bryant Airport Common Traffic Advisory Frequency (CTAF). This change will also enhance air traffic efficiency in the area.

#### *Section 93.68*

The FAA is proposing to add a new section, § 93.68, to part 93. This new section will prescribe rules for operating in the proposed Seward Highway segment of the Anchorage, Alaska, Terminal Area. This segment and corresponding operating rules are being proposed to efficiently manage air traffic due to an increase in aircraft operations in the area.

#### **The Proposal**

This action proposes to amend the regulations regarding the Anchorage, Alaska, Terminal Area by revising the description of the Anchorage, Alaska, Terminal Area and the communication requirements for operating in the area; adding a new segment with communication requirements east of Anchorage International Airport; changing several altitude requirements; modifying the vertical limits of certain segments; updating the communications requirements for operations in several segments due to the decommissioning of certain air traffic control facilities; and removing appendix A of part 93. The FAA is proposing this action to enhance safety and simplify aircraft operating procedures in the Anchorage, Alaska, Terminal Area.

#### **Regulatory Evaluation Summary**

Changes to Federal regulations must undergo several economic analyses. First, Executive Order 12866 directs that each Federal agency shall propose or adopt a regulation only upon a reasoned determination that the benefits of the intended regulation justify its costs. Second, the Regulatory Flexibility Act requires agencies to analyze the economic effect of regulatory changes on small entities. Third, the Office of Management and Budget directs

agencies to assess the effect of regulatory changes on small entities changes on international trade. In conducting these analyses, the FAA has determined that this NPRM: (1) Would generate benefits that justify its minimal costs and is not "a significant regulatory action" as defined in the Executive Order; (2) is not significant as defined in Department of Transportation's Regulatory Policies and Procedures; (3) would not have a significant impact on a substantial number of small entities; (4) would not constitute a barrier to international trade; and (5) would not contain any Federal intergovernmental or private sector mandate. These analyses are summarized here in the preamble and the full Regulatory Evaluation is in the docket.

### Background

The FAA is proposing to amend part 93 of the Federal Aviation Regulations (14 CFR part 93) by modifying the description of the Anchorage, Alaska Terminal Area; revising communication equipment requirements for operators within the airspace area; adding a new segment with communication requirements east of Anchorage International Airport; altering several existing altitude requirements; modifying vertical limits of certain segments; and making editorial changes to ensure consistency between previous modifications. Section 93.55(f) proposes the addition of the new Seward Highway segment. Section 93.61(b) proposes to raise the minimum operation altitude in the Lake Hood Segment to 1,000 feet MSL from 600 feet MSL, for the purpose of noise abatement. Section 93.65(c) proposes to raise the minimum operation altitude, for other than turbine powered aircraft, in the Merrill Segment from at least 700 feet MSL to 800 feet MSL, due to the growth of trees in the area. It is believed these increases in altitude requirements would not have a significant cost impact. However, the FAA is soliciting public comments on the effects of these proposed increases in altitude.

### Benefits

For many years, the predominant direction for aircraft departures was to the west. However, in recent years, transport category aircraft have been departing eastbound from Anchorage International Airport with increasing frequency. These eastbound departures increase the number of aircraft operations and operational complexity in the airspace east of Anchorage International Airport. In order to reduce the potential risk of a midair collision in that airspace, the FAA is proposing

to establish the Seward Highway segment east of the Anchorage International Airport. This proposed change would require general aviation (GA) aircraft operating in that airspace segment to establish and maintain radio contact with ATC. This proposed change would assist in the management of aircraft operations and would impose minimal, if any, additional costs on aircraft operating in the area.

In addition, this NPRM would generate benefits in terms of clarity of existing regulations. The FAA contends that the establishment of the proposed rule would simplify aircraft operating procedures in the Anchorage, Alaska, Terminal Area.

### Costs

#### *Cost Impact on Aircraft Operators*

This determination is based on data contained in the most recent General Aviation and Avionics Survey Report. The report indicates an estimated 92 percent of all Alaskan GA aircraft operators are already equipped with two-way radios. The FAA has also determined that operators without two-way radios would not have to circumnavigate the airspace area, but would instead fly above the 4,100 feet MSL ceiling of the Seward Highway segment without significantly deviating from their regular flight paths. Proposed changes to §§ 93.57(d), 93.61(b), and 93.65(c) are descriptive of altitude changes that would impose negligible or no additional cost on operators. Therefore, the FAA has determined that this proposed amendment would impose minimal, if any, cost on aircraft operators.

#### *Cost Impact on the FAA*

Currently, Part 93, Subpart D, makes reference to Anchorage FSS and Bryant ATCT. However, the FAA decommissioned the Anchorage FSS in June of 1993. Further, on September 30, 1995, the FAA decommissioned the Bryant ATCT and established the Bryant Airport Common Traffic Advisory Frequency (CTAF). These proposed changes correct these references and do not impose any cost on the agency. The agency has also determined that it could handle the current and projected aviation activity in the Seward Highway segment without needing any additional staff or equipment at Anchorage International Airport ATC Facility. Therefore, the FAA has determined there would be no additional cost as a result of the proposed editorial and description modifications to 14 CFR part 93.

In view of the minimal cost of compliance, enhanced clarity of FAA regulations covering the Anchorage, AK, Terminal Area, the FAA has determined that this NPRM would be cost-beneficial.

### Initial Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 (RFA), as amended, was enacted by Congress to ensure that small entities are not unnecessarily and disproportionately burdened by Federal regulations. The RFA requires a Regulatory Flexibility Analysis if a proposed rule would have "significant economic impact on a substantial number of small entities." FAA Order 2100.14A outlines the FAA's procedures and criteria for implementing the RFA.

The small entities that may potentially incur minimal, if any, cost with the implementation of this proposed rule are operators of aircraft who do not meet Class D airspace navigational equipment standards (primarily part 135 aircraft without two-way radios). The small entities potentially impacted by the NPRM would not incur any cost for additional navigational equipment or complying with more rigorous operating procedures because they routinely fly into airspace where such equipment requirements are already in place. Also, those operators that do not have two-way radios can easily fly above the airspace where two-way radios are required. Therefore, the FAA has initially determined that this NPRM would not have a significant economic impact on a substantial number of small entities.

### International Trade Impact Assessment

The NPRM would not constitute a barrier to international trade, including the export of American goods and services to foreign countries and the import of foreign goods and services into the United States. This assessment is based on the fact that the proposed rule would neither impose costs on aircraft operators nor aircraft manufacturers (U.S. or foreign).

### Unfunded Mandates Assessment

Title II of the Unfunded Mandates Reform Act of 1995 (the ACT), enacted as Public Law 104-4 on March 22, 1995, requires each Federal agency, to the extent permitted by law, to prepare a written assessment of the effects of any Federal mandate in a proposed or final agency rule that may result in the expenditure of \$100 million or more adjusted annually for inflation in any one year by State, local, and tribal

governments, in the aggregate, or by the private sector. Section 204(a) of the ACT, 2 U.S.C. 1534(a), requires the Federal agency to develop an effective process to permit timely input by elected officers (or their designees) of State, local and tribal governments on a proposed "significant intergovernmental mandate." A "significant intergovernmental mandate" under the Act is any provision in a Federal agency regulation that would impose an enforceable duty upon state, local, and tribal governments, in the aggregate, (of \$100 million adjusted annually for inflation) in any one year. Section 203 of the ACT, 2 U.S.C. 1533, which supplements section 204(a), provides that before establishing any regulatory requirements that might significantly or uniquely affect small governments, the agency shall have developed a plan that among other things, provides for notice to potentially affected small governments, if any, and for a meaningful and timely opportunity to provide input in the development of regulatory proposals.

This NPRM does not contain any Federal intergovernmental or private sector mandate. Therefore, the requirements of Title II of the Unfunded Mandates Reform Act of 1995 do not apply.

#### Federalism Implications

The regulation proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612 (52 FR 41695, October 30, 1987), it is determined that this proposed rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

#### Paperwork Reduction Act

There are no requirements for information collection associated with this proposed rule that would require approval from the Office of Management and Budget pursuant to the Paperwork Reduction Act of 1995 (44 U.S.C. 3507(d)).

#### International Civil Aviation Organization (ICAO) and Joint Aviation Regulations

In keeping with the U.S. obligations under the Convention on International Civil Aviation, it is FAA policy to comply with ICAO Standards and Practices to the maximum extent practicable. For this notice, the FAA has determined that this proposal,

adopted, would not present any differences.

#### Conclusion

For the reasons discussed in the preamble, and based on the findings in the Regulatory Flexibility Determination and the International Trade Impact Assessment, the FAA has determined that this proposed regulation is not a "significant regulatory action" under Executive Order 12866. In addition, the FAA certifies that this proposed regulation will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. This proposal is not considered significant under DOT Order 2100.5, Policies and Procedures for Simplification, Analysis, and Review of Regulations. An Initial Regulatory Flexibility Determination and International Impact Assessment have been placed in the docket. A copy may be obtained by contacting the person identified under **FOR FURTHER INFORMATION CONTACT**.

#### List of Subjects in 14 CFR Part 93

Air traffic control, Airports, Alaska, Navigation (air), and Reporting and recordkeeping requirements.

#### The Proposed Amendment

The Federal Aviation Administration proposes to amend Title 14 of the Code of Federal Regulations, part 93, subpart D, Anchorage, Alaska, Terminal Area as follows:

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

1. The authority citation for part 93 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40109, 40113, 44502, 44514, 44701, 44719, 46301.

2. Section 93.51 is revised to read as follows:

##### § 93.51 Applicability.

This subpart prescribes special air traffic rules and traffic patterns for aircraft operating in the Anchorage, Alaska, Terminal Area.

3. Section 93.53 is revised to read as follows:

##### § 93.53 Description of area.

The Anchorage, Alaska, Terminal Area is designated as that airspace extending upward from the surface to the upper limit of each of the segments described in § 93.55. It is bounded by a line beginning at Point MacKenzie, extending westerly along the bank of

Knik Arm to a point intersecting the 350° bearing from the Anchorage International ATCT; thence north to intercept the 5.2-mile arc centered on the geographical center of Anchorage, Alaska ATCT; thence counterclockwise along that arc to its intersection with the new Seward Highway; thence northerly along the new Seward Highway to its intersection with O'Malley Road; thence east along O'Malley Road to its intersection with Lake Otis Parkway; thence northerly along Lake Otis Parkway to its intersection with Abbott Road; thence east along Abbott Road to its intersection with Abbott Loop Road; thence north to its intersection with Tudor Road; thence easterly along Tudor Road to its intersection with Muldoon Road; thence northerly along Muldoon Road to the intersection of the Glenn Highway; thence north and east along the Glenn Highway to meridian long. 149°43'08" W.; thence north along meridian long. 149°43'08" W. to lat. 61°17'28" N.; thence to lat. 61°15'58" N., long. 149°44'08" W.; thence to lat. 61°19'36" N., long. 149°46'44" W.; thence north along meridian long. 149°46'44" W. to intercept the 4.7-mile radius arc centered on the Elmendorf Air Force Base (AFB), Alaska; thence counterclockwise along the 4.7-mile radius arc to its intersection with the west bank of Knik Arm; thence southerly along the west bank of Knik Arm to the point of beginning.

4. Section 93.55 is revised to read as follows:

##### § 93.55 Subdivision of Terminal Area.

The Anchorage, Alaska, Terminal Area is subdivided as follows:

(a) *International segment.* That area from the surface to and including 4,100 feet MSL, within a 5.2-mile radius of the Anchorage International ATCT; excluding that airspace east of the 350° bearing from the Anchorage ATCT and north of the 090° bearing from the Anchorage ATCT and east of a line bearing 180° and 360° from the intersection of the new Seward Highway and International Airport Road and the airspace extending upward from the surface to but not including 600 feet MSL, south of lat. 61°08'28" N.

(b) *Merrill segment.* That area from the surface to and including 2,500 feet MSL, within a line beginning at Point Noname; thence direct to the mouth of Ship Creek; thence direct to the intersection of the Glenn Highway and Muldoon Road; thence south along Muldoon Road to Tudor Road; thence west along Tudor Road to the new Seward Highway; thence direct to West Anchorage High School; thence direct to Point MacKenzie; thence via the north

bank of Knik Arm to the point of beginning.

(c) *Lake Hood segment.* That area from the surface to and including 2,500 feet MSL, within a line beginning at Point MacKenzie; thence direct to West Anchorage High School; thence direct to the intersection of Tudor Road and the new Seward Highway; thence south along the new Seward Highway to the 090° bearing from the Anchorage International ATCT; thence west direct to the Anchorage International ATCT; thence north along the 350° bearing from the Anchorage International ATCT to the north bank of Knik Arm; thence via the north bank of Knik Arm to the point of beginning.

(d) *Elmendorf segment.* That area from the surface to and including 3,000 feet MSL, within a line beginning at Point Noname; thence via the north bank of Knik Arm to the intersection of the 4.7-mile radius of Elmendorf AFB; thence clockwise along the 4.7-mile radius of Elmendorf AFB to long. 149°46'44" W.; thence south along long. 149°46'44" W. to lat. 61°19'36" N.; thence to lat. 61°15'58" N., long. 149°44'08" W.; thence to lat. 61°17'28" N., long. 149°43'08" W.; thence south along long. 149°43'08" W. to the Glenn Highway; thence south and west along the Glenn Highway to Muldoon Road; thence direct to the mouth of Ship Creek; thence direct to the point of beginning.

(e) *Bryant segment.* That area from the surface to and including 2,000 feet MSL, within a line beginning at lat. 61°17'13" N., long. 149°37'35" W.; thence west along lat. 61°17'13" N., to long. 149°43'08" W. line; thence south along long. 149°43'08" W., to the Glenn Highway; thence north and east along the Glenn Highway to Ski Bowl Road; thence southeast along the Ski Bowl Road to a point one-half mile south of the Glenn Highway; thence north and east one-half mile south of and parallel to the Glenn Highway to its intersection with a line one-half mile east of and parallel to the Bryant Airport Runway <sup>16</sup>/<sub>34</sub> extended centerline; thence northeast along a line one-half mile east of and parallel to Bryant Airport Runway <sup>16</sup>/<sub>34</sub> extended centerline to the point of beginning.

(f) *Seward Highway segment.* That area from the surface to and including 4,100 feet MSL, within a line beginning at the intersection new Seward Highway and O'Malley Road, lat. 61°07'23" N., long. 149°51'23" W.; thence east along O'Malley Road to its intersection with Lake Otis Park Way, lat. 61°07'23" N., long. 149°50'03" W.; thence northerly along Lake Otis Park Way to its intersection with Abbott Road, lat.

61°08'14" N., long. 149°50'03" W.; thence east along Abbott Road to its intersection with Abbott Loop Road, lat. 61°08'14" N., long. 149°48'16" W.; thence due north to intersect with Tudor Road, lat. 61°20'51" N., long. 149°48'16" W.; thence west along Tudor Road to its intersection with the new Seward Highway, lat. 61°10'51" N., long. 149°51'38" W.; thence to the point of beginning.

5. Section 93.57 is revised to read as follows:

**§ 93.57 General rules: All segments.**

(a) Each person operating an aircraft to, from, or on an airport within the Anchorage, Alaska Terminal Area shall operate that aircraft according to the rules set forth in this section and §§ 93.59, 93.61, 93.63, 93.65, 93.67, or 93.68 as applicable, unless otherwise authorized or required by ATC.

(b) Each person operating an airplane within the Anchorage, Alaska Terminal Area shall conform to the flow of traffic depicted on the appropriate aeronautical charts.

(c) Each person operating a helicopter shall operate it in a manner avoiding the flow of airplanes.

(d) Except as provided in § 93.65(d) and (e), and § 93.67(b), each person operating an aircraft in the Anchorage, Alaska Terminal Area shall operate that aircraft only within the designated segment containing the arrival or departure airport.

(e) Except as provided in §§ 93.63(d) and 93.67(b), each person operating an aircraft in the Anchorage, Alaska Terminal Area shall maintain two-way radio communications with the ATCT serving the segment containing the arrival or departure airport.

6. Section 93.59 is revised to read as follows:

**§ 93.59 General rules: International segment.**

(a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.

(b) Each person operating an airplane at a speed of more than 105 knots within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,600 feet MSL until maneuvering for a safe landing requires further descent.

(c) Each person operating an airplane at a speed of 105 knots or less within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 feet MSL until maneuvering

for a safe landing requires further descent.

7. Section 93.61 is revised to read as follows:

**§ 93.61 General rules: Lake Hood segment.**

(a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.

(b) Each person operating an airplane within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,000 feet MSL until maneuvering for a safe landing requires further descent.

8. Section 93.63 is revised to read as follows:

**§ 93.63 General rules: Merrill segment.**

(a) No person may operate an aircraft at an altitude between 600 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.

(b) Each person operating an airplane at a speed of more than 105 knots within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.

(c) Each person operating an airplane at a speed of 105 knots or less within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 feet MSL until maneuvering for a safe landing requires further descent.

(d) Whenever the Merrill ATCT is not operating, each person operating an aircraft on the airport or in the traffic pattern; in that portion of the Merrill segment north of midchannel of Knik Arm; or in the Seward Highway segment shall contact Anchorage approach control.

9. Section 93.65 is revised to read as follows:

**§ 93.65 General rules: Elmendorf segment.**

(a) Each person operating a turbine-powered aircraft within this segment shall operate it at an altitude of at least 1,700 feet MSL until maneuvering for a safe landing requires further descent.

(b) Each person operating an airplane (other than turbine-powered aircraft) at a speed of more than 105 knots within this segment shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.

(c) Each person operating an airplane (other than turbine-powered aircraft) at

a speed of 105 knots or less within the segment shall operate that airplane at an altitude of at least 800 feet MSL until maneuvering for a safe landing requires further descent.

(d) A person landing or departing from Elmendorf AFB, may operate that aircraft at an altitude between 1,500 feet MSL and 1,700 feet MSL within that portion of the International and Lake Hood segments lying north of the midchannel of Knik Arm.

(e) A person landing or departing from Elmendorf AFB, may operate that aircraft at an altitude between 900 feet MSL and 1,700 feet MSL within that portion of the Merrill segment lying north of the midchannel of Knik Arm.

(f) A person operating in VFR conditions, at and below 600 feet MSL, north of a line beginning at the intersection of Farrell Road and the long. 149°43'08"W.; thence west along Farrell Road to the east end of Sixmile Lake; thence west along a line bearing on the middle of Lake Lorraine to the

northwest bank of Knik Arm; is not required to establish two-way radio communications with ATC.

10. Section 93.67 is revised to read as follows:

**§ 93.67 General rules: Bryant segment.**

(a) Each person operating an airplane to or from the Bryant Airport shall conform to the flow of traffic shown on the appropriate aeronautical charts, and while in the traffic pattern, shall operate at an altitude of at least 1,000 feet MSL until maneuvering for a safe landing requires further descent.

(b) Each person operating an aircraft within the Bryant segment should self-announce intentions on the Bryant Airport CTAF.

11. Section 93.68 is added to read as follows:

**§ 93.68 General rules: Seward Highway segment.**

(a) Each person operating an airplane in the Seward Highway segment shall operate at an altitude of at least 1,000

feet MSL unless maneuvering for a safe landing requires further descent.

(b) Each person operating an aircraft that will transition to the Lake Hood or Merrill segment shall contact the appropriate ATCT prior to entering the Seward Highway segment. During hours that the Merrill ATCT is not operating, pilots shall contact Anchorage approach control for transition through the Seward Highway segment to or from the Merrill segment. All other pilots operating in or through the Seward Highway segment shall contact Anchorage approach control.

**Appendix A—[Removed]**

12. Appendix A, of part 93 is removed.

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