4910-13

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 93

Docket No. 29029; Amendment No. [93-77]

RIN 2120-AG45

Anchorage, Alaska, Terminal Area

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends regulations regarding aircraft operations in the Anchorage, Alaska, Terminal Area. Specifically, this action revises the description of the Anchorage, Alaska, Terminal Area and the communications requirements for operating in the area; adds a new segment, with communication and operating requirements, east of Anchorage International Airport; changes the altitude requirement for one segment; makes minor editorial changes; and removes appendix A of part 93. In addition, this rule addresses two minor inadvertent omissions of information pertaining to the boundary realignments of the International and Bryant segments of the Alaska Terminal Area. The FAA is taking this action to enhance safety and to simplify aircraft operating procedures in the Anchorage, Alaska, Terminal Area.

EFFECTIVE DATE: 0901 UTC, June 17, 1999.

FOR FURTHER INFORMATION CONTACT: Bill Nelson, 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.

Availability of the final rule

Any person may obtain a copy of this rule by submitting a request to the FAA, Office of Rulemaking, 800 Independence Avenue, SW, Washington, DC 20591, or by calling (202) 267-8783. Communications must identify the docket/amendment number of the rule. Persons interested in being placed on a mailing list for future rules should call the FAA's Office of Rulemaking, (202) 267-9677.

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 for access to recently published rulemaking documents.

SUPPLEMENTARY INFORMATION

Background

On December 17, 1991, the FAA published, in the Federal Register, the Airspace Reclassification Final Rule (56 FR 65638). This rule reclassified various airspace designations and deleted the term "Airport Traffic Area." These changes were designed to apply to all similarly designated airspace areas. However, Title 14 of the

Code of Federal Regulations (14 CFR) part 93, subpart D was not amended to reflect the airspace reclassification effort.

In this action, the FAA amends the regulations set forth at part 93, subpart D, to reflect airspace designations in the vicinity of Anchorage, Alaska. The FAA replaces the term “Airport Traffic Area” with the new term “Terminal Area” throughout part 93, subpart D. Additionally, this action deletes reference in part 93, subpart D, to Bryant airport traffic control tower (ATCT) which was decommissioned on September 27, 1995, and Anchorage Flight Service Station (FSS) which was decommissioned on June 19, 1993 When these facilities were decommissioned, no corresponding changes were initiated to amend part 93, subpart D, to reflect the closure. Further, this rule establishes a new Seward Highway segment with communication requirements for aircraft operating in this segment.

Public Input

On October 1, 1997, the FAA published a notice of proposed rulemaking in the Federal Register (Notice No. 97-14; 62 FR 51564) proposing to amend the regulations regarding the Anchorage, Alaska, Terminal Area, in the following manner: 1) revising the description of the Anchorage, Alaska, Terminal Area and the communication requirements for operating in the area; 2) adding a new segment with communication requirements east of Anchorage International Airport; 3) changing several altitude requirements; 4) modifying the vertical limits of certain segments; 5) updating the communications requirements for operations in several segments due to the decommissioning of certain air

traffic control facilities; 6) removing appendix A of part 93; and 7) making minor editorial changes.

Interested persons were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. The FAA received 11 written comments in response to the proposal to modify the Anchorage, Alaska, Terminal Area (Notice 97-14). These commenters included the following parties: the Air Transport Association; Anchorage International Airport; Alaskan Aviation Safety Foundation; Alaska Airmen’s Association, Inc.; Department of the Army; State of Alaska Department of Transportation and Public Facilities; and other concerned citizens. All comments received were considered before making a determination on this final rule. The following is an analysis of the substantive comments received and the Agency's responses.

Analysis of Comments

Lake Hood Segment.

The FAA received several comments both opposing and/or supporting the proposal to revise the Lake Hood segment by raising the altitude to 1,000 feet mean sea level (MSL). Some of the commenters raised the following objections: 1) the resulting extended airport patterns would increase fuel costs; 2) the higher climb requirements would increase noise levels; 3) the reduced separation of aircraft operating into and out of Lake Hood and Anchorage International Airport would diminish safety; and 4) the use of special visual flight rules (VFR) procedures would be lost in minimal weather conditions.

The FAA, after further review and technical evaluation, agrees with those commenters objecting to the action and is, therefore, withdrawing the proposal to raise the Lake Hood segment altitude to 1,000 feet MSL.

Seward Segment.

The FAA received several comments opposing the proposed establishment of the Seward segment because they did not believe that traffic volume warranted establishment of a new segment. These commenters suggested that leaving the temporary Class D in effect was sufficient to protect aircraft operations.

The FAA does not agree with these commenters. The Anchorage Class C airspace structure is nonstandard by design to accommodate military, general aviation, and commercial air carrier users flying in and out of the following six airports in the Anchorage Terminal Area: Anchorage International Airport; Merrill Field; Elmendorf Air Force Base (AFB); Lake Hood Seaplane Base; Lake Hood Airstrip; and Bryant Airport. The FAA, established temporary Class D airspace to accommodate construction of Runway 14/32 at Anchorage International Airport. This airspace was established to ensure that aircraft operating east of the Seward Highway, not in Class C airspace, continue to receive traffic advisories and conflict alerts.

While the temporary Class D airspace was operational, Anchorage Approach Control, Lake Hood Tower, and Merrill Tower provided flight safety information such as traffic alerts, wake turbulence advisories, and other safety-related services to all IFR and VFR users in the airspace. The temporary Class D ATC communication and operating requirements provided greater safety for all the users of

the airspace which prompted air traffic management to consider permanent operating requirements by converting the temporary Class D airspace into the Seward segment.

The departure/arrival corridor, however, does not meet all of the requirements for Class D airspace (ATC tower, airport, weather reporting) and therefore the Class D airspace designation was not considered as a permanent alternative. Consequently, the FAA has established the new Seward segment.

This new area is designed to accommodate users who do not wish to communicate with ATC. The area will allow aircraft to circumnavigate the segment without significant change to planned flight routes and/or use of operational procedures to enter or exit the segment.

Terminal Area Ceiling.

Several commenters suggested that all segments of the Anchorage Terminal Area ceiling be made uniform and, further, recommended that it be no lower than 900 feet MSL and no higher than 1,200 feet MSL.

The FAA does not agree with these suggestions because of safety concerns. The special air traffic rules protecting the arrival and departure routes into and out of Anchorage International Airport and Elmendorf Air Force Base were adopted to meet the unique operational requirements of the six airports in the Anchorage Terminal Area. Due to the close proximity of these six airports, the potential for incidents or accidents between IFR and VFR aircraft would significantly increase if the ceiling altitudes were uniform. The FAA believes that by placing these special flight altitude restrictions on the various segments in the Anchorage Terminal Area,

and implementing corresponding operating procedures, the air traffic system will be more efficient and airspace management for the Anchorage, Alaska, Terminal Area will improve.

Environmental Concerns.

Several commenters expressed concern that noise levels would necessarily increase over the Seward segment, and questioned why an Environmental Impact Study (EIS) had not been prepared.

The FAA does not believe that noise will be increased due to the changes proposed since this action does not lower existing operational altitudes, nor does it change the special air traffic rules addressing operational altitudes.

FAA Order 1050.1, Policies and Procedures for Considering Environmental Impacts, categorically excludes certain airspace actions from an EIS when it is determined by the Agency that the action(s), individually or cumulatively, will not have a significant impact on the human environment. Thus, the FAA determined that an EIS was not necessary.

Common Traffic Advisory Frequency (CTAF).

Several commenters did not agree with the communication requirement for Merrill Field ATCT during the periods when it is not in operation. They suggested continued use of the voluntary CTAF when the Merrill Field ATCT is closed. Suggestions were also received to use Anchorage ATCT as the ATC contact frequency.

The FAA does not agree with these commenters. The communication requirements specified in this rule simplify communication procedures and provide ATC a direct means of conveying flight safety information

such as traffic alerts, wake turbulence advisories, and other safety-related services to users of the airspace. Since CTAF is not an ATC frequency, ATC safety advisories are not available through that source.

The FAA believes that Anchorage Approach Control is the best ATC facility in the Anchorage Terminal Area to convey military, commercial air carrier and general aviation traffic alerts, wake turbulence advisories, and other safety-related services for Merrill Field users when the Merrill Field Tower is closed. Anchorage ATCT cannot perform this function because it would not be aware of all IFR and special VFR traffic arriving and departing Elmendorf AFB or Merrill Field. Anchorage Approach Control has that information and is equipped with radar to provide ATC services.

Special flight rules for arriving and departing the Anchorage Terminal Area are required by 14 CFR part 93. This rule requires that specific altitudes be used which provide minimum altitudes of 300 feet vertically for separation between segments. Anchorage Approach Control handles all IFR arrival and departure traffic into Anchorage International Airport, Elmendorf AFB, Merrill Field, Lake Hood airstrip, Lake Hood Seaplane Base, and Bryant Airport. During periods requiring special VFR flight procedures or IFR procedures in the Anchorage Terminal Area, Anchorage Approach Control provides ATC for the following events: separation between aircraft on the Elmendorf final approach to runway 5; departures from Elmendorf runway 23; aircraft flying over the Knik Arm in the Merrill Segment; and any aircraft on a deviation from procedures directed by this rule.

In consideration of the above, the FAA finds that the existing aircraft operating procedures in the Merrill segment, in conjunction with the communication procedures contained in this rule, meet ATC operational requirements and improve safety in the Anchorage, Alaska, Terminal Area.

Bryant and Elmendorf Segments.

The FAA received two comments regarding proposed changes to the Bryant segment. One commenter suggested that the segment be eliminated since it has no control tower. Additionally, a comment from the U.S. Army requested that the Bryant segment remain published because of its importance to Army aviation requirements. The Army further recommended that the northern boundary of the Elmendorf segment be aligned with the adjoining restricted area 2203C (R-2203C).

Although the Bryant segment does not have an operational control tower, appropriate communication procedures are in place. The FAA concurs, therefore, with the U.S. Army's request to retain the Bryant segment and to align the northwestern boundary of the Elmendorf segment with R-2203C.

Appendix A.

One commenter suggested that the FAA not remove the appendix (appendix A) from part 93, subpart D, which depicts the Anchorage, Alaska, Terminal Area and associated traffic patterns.

The FAA does not agree with this suggestion. The FAA is removing appendix A from part 93, subpart D, because graphical depictions of the Anchorage, Alaska, Terminal Area and associated airport traffic patterns are published on appropriate Alaska

aeronautical charts and publications that are readily available to the aviation community. Aeronautical publications (e.g., VFR Terminal Area Chart, Anchorage, Sectional Aeronautical Chart) are updated more frequently than the Code of Federal Regulations and, therefore, are a better source for this type of information.

The Rule

This action amends part 93, subpart D, regarding the Anchorage, Alaska, Terminal Area. Specifically, this action makes the following amendments: 1) revises the description of the Terminal Area; 2) reconfigures the boundaries of several existing segments; 3) updates certain communication requirements for operating in the Terminal Area due to the decommissioning of certain air traffic control facilities; 4) changes the altitude requirement of one segment; 5) adds a new segment, with communication requirements, east of Anchorage International Airport; 6) removes appendix A of part 93; and 7) makes minor editorial changes.

The FAA is taking this action to enhance safety, simplify aircraft operating procedures, and improve the efficiency of airspace management in the Terminal Area.

Section 93.51--Applicability.

The FAA is replacing the term "Airport Traffic Area" with the new term "Terminal Area." This change incorporates terminology implemented by the Airspace Reclassification Final Rule and appears throughout part 93.

Section 93.53--Description of Area.

The FAA is amending the description and boundaries of the Anchorage, Alaska, Terminal Area. Currently, §93.53 describes the Terminal Area both in terms of its geographical boundaries and vertical dimensions. The FAA is limiting the description of the Terminal Area, in this section, to geographical boundaries and is deleting reference to any vertical dimension.

Section 93.55--Subdivision of Area: New Seward Highway Segment.

The FAA is modifying the description of the 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 provide a uniform altitude of up to 3,000 feet mean sea level (MSL). This section describes the segment areas geographically and vertically to conform with other operational changes within each segment and adds the Seward Highway segment by designating a new paragraph (f).

Section 93.57--General Rules: All Segments.

This section describes general rules for operations conducted in all segments of the Terminal Area. The FAA is adding the Seward Highway segment to §93.57(a) and §93.57(e). The FAA is also adding the Bryant segment operational requirements to the exceptions listed in §93.57(d) and §93.57(e).

Section 93.59—-General Rules: International Segment.

In the NPRM, the FAA inadvertently omitted the proposal to redefine a portion of the International segment along the arc boundary of the Anchorage, Alaska, Terminal Area. Modification of the International segment reconfigures the outer area along the 5.2 nautical mile (NM) radius of the Anchorage International Airport to include a necessary extension where the arc terminates, to the north near Point MacKenzie, and to the south where it intercepts the New Seward Highway. The reconfiguration of the International segment along the 5.2 NM arc boundary coincides with the overlying and established Anchorage Class C airspace area. Incorporating this change simplifies the chart depiction; however, it does not modify existing aircraft operational or communication requirements to enter the segment or airspace area. Pilots who elect to operate in this area must follow existing procedures and guidelines as published in 14 CFR and/or other appropriate aeronautical publications.

Section 93.61—General Rules: Lake Hood Segment.

In the NPRM, the FAA proposed raising the operational altitude in the Lake Hood segment from 600 to 1000 feet MSL. However, after further evaluation the FAA determined that modifying the Lake Hood segment would adversely impact established arrival and departure procedures into and out of the Lake Hood segment. Therefore, the FAA has withdrawn that portion of the proposal. The current procedures provide adequate altitude separation between Lake Hood arrivals and departures, thereby reducing the potential for altitude conflict in the vicinity of the Lake Hood and Merrill segments. In addition, the Lake Hood Segment procedures currently in effect allow General

Aviation (GA) to operate below the arrival traffic to runway 14 into Anchorage International Airport.

Section 93.63—-General Rules: Merrill Segment.

The Merrill segment remains unchanged with the exception of the communication requirement for those times when Merrill Tower is not in operation. The FAA believes that the use of CTAF when the Merrill Tower is not in operation compromises safety because safety advisories such as traffic and wake turbulence are unavailable through CTAF since it is not an assigned or used ATC frequency. Therefore, the FAA is requiring operators to contact Anchorage Approach Control.

Section 93.65—-General Rules: Elmendorf Segment.

The special traffic operational altitude in the Elmendorf segment is raised from 700 to 800 feet MSL due to the growth of trees. The FAA determined that raising the altitude by 100 feet will give those operators who elect to operate within this segment additional maneuvering airspace for aircraft operations. Subparagraph (f) is added to inform users of the exclusionary area when aircraft operators are in VFR conditions in the vicinity of Sixmile Lake below 600’, and to support communication procedures for Elmendorf AFB aircraft operators.

Section 93.67—-General Rules: Bryant Segment.

The southeastern boundary of the Bryant segment is reconfigured to support egress and ingress, as well as other flight operations into

and out of the Bryant Army Heliport. Subparagraph (b) aircraft communication requirements and aircraft operating procedures are simplified due to the closure of the Bryant Tower.

Section 93.68—-General Rules: Seward Segment.

The Seward segment is established to enhance the efficiency of air traffic management due to the increase of both VFR and IFR aircraft operations. This action decreases the potential of incident or accident in this segment.

Section 93.69--General Rules: Lake Campbell and Sixmile Lake.

The FAA is amending §93.69 to remove the reference to appendix A. The discussion of §93.69 changes was inadvertently left out of the NPRM; however, the Analysis of the Proposed Changes section in the NPRM did explain the rationale for deleting appendix A to part 93. Currently, there are aeronautical charts that graphically depict the Anchorage, Alaska, Terminal Area. These charts are updated frequently without the requirement of any rulemaking action. Current information can be obtained 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, appendix A has been removed from part 93.

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 international trade. In conducting these analyses, the FAA has determined that this Rulemaking: (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. All of these analyses have been prepared as a regulatory evaluation and are summarized below. A copy of the full regulatory evaluation has also been placed into the docket.

Agency Findings

The FAA finds that there is an increase in the number of transport category aircraft operating under IFR departing eastbound from Anchorage International Airport. This additional traffic volume increases the number of total aircraft operations and the operational complexity in the uncontrolled airspace east of Anchorage International Airport. In order to reduce the risk of a midair collision in that airspace, ATC is establishing a segment (Seward Highway segment) of the Anchorage Terminal airspace area to the east. Aircraft operating in the Terminal Area will be required to be in

contact with ATC. Such contact provides pilots with positive ATC services, such as traffic alerts, separation, weather information, etc., thereby providing greater protection for all users of the airspace.

Section 93.57(e), requires that “each person piloting an aircraft shall maintain two-way radio communications with the control tower serving the segment containing the airport of landing or takeoff.” This requirement imposes minimal, if any, additional costs on general aviation or air carrier operations. This cost determination is based on data contained in the most recently published General Aviation and Avionics Survey Report. The report indicates that nearly 100 percent of Alaskan general aviation aircraft operators are already equipped with two-way radios. The FAA has also determined that those few operators without two-way radios will not have to circumnavigate the airspace area, but can instead fly above the 3,000 feet MSL ceiling without significantly deviating from their regular flight paths. Section 93.57(d) describes general rules for operations conducted in all segments of the Terminal Area. This section will not impose any additional costs to operators. Section 93.65(c) raises the operational altitude from 700 to 800 feet MSL due to tree growth. The FAA has determined that a 100 feet increase will impose negligible increased costs to operators who elect to operate within the Elmendorf segment while maintaining an appropriate level of safety.

The FAA, on September 30, 1995, decommissioned the Bryant ATCT and established the Bryant Airport CTAF. The agency has determined that it will handle the current and projected aviation activity in

the Seward Highway segment at the Anchorage International Airport ATC Facility, without additional staff or additional equipment.

In view of the minimal cost of compliance, enhanced safety, and simplified aircraft operating procedures covering the Anchorage, AK, Terminal Area, the FAA has determined that this rule is cost-beneficial.

FINAL REGULATORY FLEXIBILITY DETERMINATION

The Regulatory Flexibility Act of 1980 establishes “as a principle of regulatory issuance that agencies shall endeavor, consistent with the objective of the rule and of applicable statues, to fit regulatory and informational requirements to the scale of the business, organizations, and governmental jurisdictions subject to regulation.” To achieve that principal, the Act requires agencies to solicit and consider flexible regulatory proposals and to explain the rational for their actions. The Act covers a wide-range of small entities, including small businesses, not-for-profit organizations and small governmental jurisdictions.

Agencies must perform a review to determine whether a proposed or final rule will have a significant economic impact on a substantial number of small entities. If the determination is that it will, the agency must prepare a regulatory flexibility analysis (RFA) as described in the Act.

However, if an agency determines that a proposed or final rule is not expected to have a significant economic impact on a substantial number of small entities, section 605(b) of the 1980 act provides that the head of the agency may so certify and an RFA is not

required. The certification must include a statement providing the factual basis for this determination, and the reasoning should be clear.

Small entities will incur negligible, if any, cost with the implementation of this rule. This rule will impact operators of aircraft who do not meet Class D airspace navigational equipment standards (primarily part 135 aircraft without two-way radios). However, in Alaska, nearly 100 percent of aircraft operators already have this equipment and 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. Accordingly, the FAA certifies that this rule will not have a significant economic impact on a substantial number of small entities.

INTERNATIONAL TRADE IMPACT ASSESSMENT

This rule will not impose a competitive disadvantage to either US air carriers doing business abroad or foreign air carriers doing business in the United States. This assessment is based on the fact that this rule will not impose additional costs on either US or foreign air carriers. This rule will have no effect on the sale of foreign aviation products or services in the United States, nor will it affect the sale of United States aviation products or services in foreign countries.

UNFUNDED MANDATES ASSESSMENT

Title II of the Unfunded Mandates Reform Act of 1995 (the act), enacted as Pub. L. 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, in part, 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 rule does not contain any Federal intergovernmental mandates, but does contain a private sector mandate. However, because expenditures by the private sector will not exceed $100 million annually, the requirements of Title II of the Unfunded Mandates Reform Act of 1995 do not apply.

List of Subjects in 14 CFR Part 93

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

The Amendment

The FAA is amending Title 14 of the Code of Federal Regulations, 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 a

line bearing 180º from the intersection of the new Seward Highway and International Airport Road; thence due north to 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 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 16/34 extended centerline; thence northeast along a line one-half mile east of and parallel to Bryant Airport Runway 16/34 extended centerline to lat. 61º17'13"N., long. 149º37'35"W.; thence west along lat. 61º17'13"N., to long. 149º 43'08"W.; thence north along long. 149º43'08"W., to lat. 61º17'30"N.; thence to lat. 61º17'58"N., long. 149º44'08"W.
; thence to lat. 61º19'10" N., long. 149°46'44"W.; thence north along long.
149º46'44" W., to intercept the 4.7-mile radius arc centered on 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 International ATCT and north of the 090° bearing from the Anchorage International 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′10″N.; thence to lat. 61°17′58″N., long. 149°44′08″W.; thence to lat. 61°17′30″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.; 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 16/34 extended centerline; thence northeast along a line one-half mile east of and parallel to Bryant Airport Runway 16/34 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 of a line bearing 180º from the intersection of the new Seward

Highway and International Airport Road, and O’Malley Road; 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°10’51”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 south along the new Seward Highway to its intersection with a line bearing 180° and 360° from the intersection of the new Seward Highway and International Airport Road; thence south 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 so as to avoid 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 600 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 either in that portion of the Merrill segment

north of midchannel of Knik Arm, or in the Seward Highway segment at or below 1200 feet MSL, shall contact Anchorage Approach Control for wake turbulence and other advisories. Aircraft operating within the remainder of the segment should self-announce intentions on the Merrill Field CTAF.

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 that aircraft 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 or 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 that airplane 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 that airplane 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 at or below 1,200 feet MSL that will transition to or from the Lake Hood or Merrill segment shall contact the appropriate ATCT prior to entering the Seward

Highway segment. All other persons operating an airplane at or below 1,200 feet MSL in this segment shall contact Anchorage Approach Control.

(c) At all times, each person operating an aircraft above 1,200 MSL shall contact Anchorage Approach Control prior to entering the Seward Highway segment.

12. Section 93.69 is revised to read as follows:

§93.69 Special requirements, Lake Campbell and Sixmile Lake Airports. Each person operating an aircraft to or from Lake Campbell or Sixmile Lake Airport shall conform to the flow of traffic for the Lake operations that are depicted on the appropriate aeronautical charts.

Appendix A--[Removed]

13. Appendix A, of part 93 is removed.

Issued in Washington, DC on March 24, 1999

/s/

Jane F. Garvey
Administrator