

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 96-AAL-1]

Temporary Establishment of Class D Airspace; Anchorage International Airport, Alaska (AK)**AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule.

SUMMARY: This action establishes a temporary Class D airspace area east of the Anchorage International Airport, AK, while Runway 14/32 is closed for construction. During this closure, heavy or large commercial aircraft will be departing to the east from Runway 06L/06R or arriving from the east to land on Runway 24L/24R. The intended effect of this action is to enhance safety by reducing the possibility of small general aviation aircraft encountering wake turbulence from, or conflicting with, heavy or large aircraft departing or arriving Anchorage International Airport.

DATES: Effective date: 0901 UTC, May 1, 1996. Expiration Date: 0901 UTC, July 16, 1996.

FOR FURTHER INFORMATION CONTACT: Robert C. Durand, System Management Branch, AAL-530, Air Traffic Division, Federal Aviation Administration, 222 West 7th Avenue #14, Anchorage, AK 99513-7587; telephone number: (907) 271-5898.

SUPPLEMENTARY INFORMATION:**Background**

Normally, heavy or large aircraft depart on Runway 32 to the north and arrive on Runway 06 from the west at Anchorage International Airport. The Anchorage International Airport Manager has informed the Federal Aviation Administration (FAA) that starting in May 1996, Runway 14/32 will be closed for construction through the middle of July 1996. This closure will necessitate that heavy or large aircraft operating to or from Anchorage International Airport arrive from or depart to the east. Part of this airspace is a transition area used by small general aviation aircraft operating under visual flight rules (VFR) to or from Lake Hood, Merrill Field, and Anchorage International airports. The FAA has received letters from the National Transportation Safety Board, Air Transport Association of America, Federal Express, and Northwest

Airlines, expressing concerns, specifically, about heavy jet departures off Runway 06 conflicting with VFR traffic east of Anchorage International Airport.

The Rule

This amendment to part 71 of the Federal Aviation Regulations establishes a Temporary Class D airspace area from the surface to 4,100 feet mean sea level (MSL) east of Anchorage International Airport, AK (see appendix). Pilots operating in this airspace will be required to be in radio contact with Anchorage Radar Approach Control air traffic controllers. These aircraft will be provided safety alerts and wake turbulence advisories. Additionally, controllers will provide separation services between special VFR operations and aircraft executing instrument approach procedures to the Anchorage International Airport. This action is intended to enhance safety by reducing the possibility of small general aviation aircraft encountering wake turbulence from, or conflicting with, heavy or large aircraft departing or arriving Anchorage International Airport.

Because the circumstances described in this final rule warrant immediate action by the FAA to maintain the safety of flight, the FAA concludes that notice and public procedure under 5 U.S.C. section 553(b) are impracticable and good cause, pursuant to 5 U.S.C. section 553(d), exists for making this amendment effective in less than 30 days.

The coordinates for this airspace docket are based on North American Datum 83. Class D airspace area designations are published in paragraph 5000 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. This Class D airspace area listed in this document will be published subsequently in the Order.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have

a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (Air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR 1959-1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 5000—Class D Airspace

* * * * *

AAL AK D Temporary Anchorage, AK [New]

That airspace extending upward from the surface to and including 4,100 feet MSL within a line beginning at the intersection of the New Seward Highway and O'Malley Road, at lat. 61°07'23" N; long. 149°51'23" W; thence east to the intersection of O'Malley Road and Lake Otis Park Way at lat. 61°07'23" N; long. 149°50'03" W; thence north to the intersection of Lake Otis Park Way and Abbott Road at lat. 61°08'14" N; long. 149°50'03" W; thence east to the intersection of Abbott Road and Abbott Loop Road at lat. 61°08'14" N; long. 149°48'16" W; thence due north to Tudor Road at lat. 61°10'51" N; long. 149°48'16" W; thence west to the intersection of Tudor Road and New Seward Highway at lat. 61°10'51" N; long. 149°51'38" W; thence south along the New Seward Highway to the point of beginning.

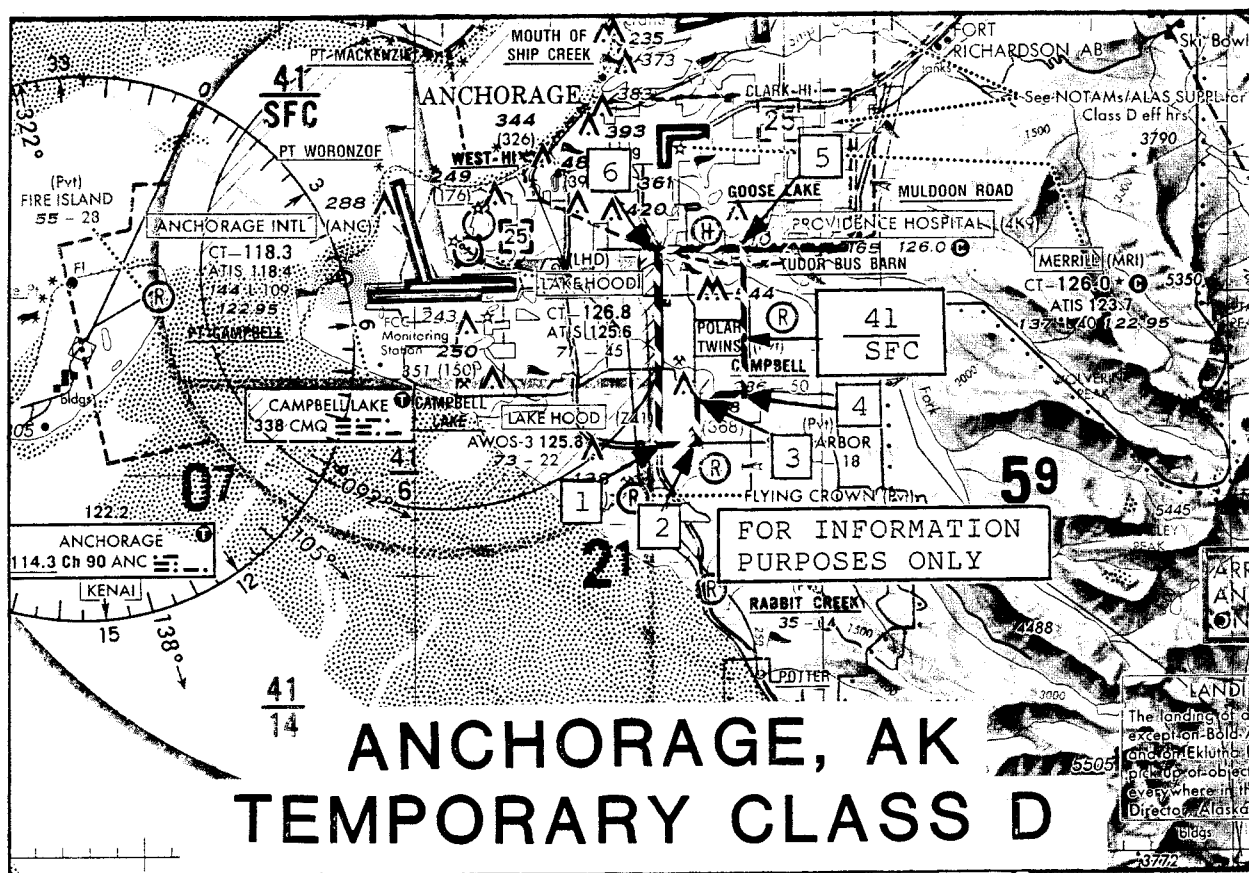
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Issued in Washington, D.C. April 24, 1996.
Harold W. Becker,
Acting Program Director for Air Traffic Airspace Management.

Note: This appendix will not appear in the Code of Federal Regulations.

Appendix—Temporary Establishment of Class D Airspace; Anchorage International Airport, Alaska (AK)

BILLING CODE 4910-13-M



1. New Seward HWY. and O'Malley Rd. Lat 61 07 23N., Long. 149 51 23W.
2. O'Malley Rd. and Lake Otis PKY. Lat. 61 07 23N., Long. 149 50 03W.
3. Lake Otis PKY. and Abbott Rd. Lat. 61 08 14N., Long. 149 50 03W.
4. Abbott Rd. and Abbott Loop Rd. Lat. 61 08 14N., Long. 149 48 16W.
5. Abbott Loop Rd. and Tudor Rd. Lat. 61 10 51N. Long. 149 48 16W.
6. Tudor Rd. and New Seward HWY. Lat. 61 10 51N., Long. 149 51 38W.