enforcement action (§ 13.13). This amendment establishes safety compliance notices including a reprimand to violator if appropriate and letters of correction as administrative actions. Consequently, § 13.13 is deleted and § 13.67 (a) is amended to delete authority of FAA Hearing Officers to issue reprimands. Section 13.11 is rewritten and placed into a new Subpart B—Administrative Actions. The remaining sections in present Subpart B are unchanged and are placed in new Subpart C—Legal Enforcement Actions, and present Subpart C is redesignated as Subpart D.

Since this amendment is procedural in nature and does not impose a burden on any person, notice and public procedure thereon are not required and the amendment may be made effective immediately.

In consideration of the foregoing, Part 13 of the Federal Aviation Regulations (14 CFR Part 13) is amended, effective May 23, 1967, as follows:

1. By amending the heading of Subpart A to read "Subpart A—Investigative Procedures";

2. By amending the heading of Subpart B, and § 13.11, to read as follows:

Subpart B—Administrative Actions

§ 13.11 Administrative disposition of certain violations.

(a) If it is found that a violation of the Federal Aviation Act of 1958, or an order or regulation issued under it, does not require legal enforcement action, a Flight Standards inspector or other appropriate official may issue a safety compliance notice including a letter of reprimand to the violator if appropriate, or a letter of correction that confirms decisions and states the corrective action agreed to as acceptable to the FAA.

(b) Except for any case in which the agreed upon corrective action is not successfully completed, any action taken under paragraph (a) of this section terminates the matter upon which the action was based. If the agreed upon corrective action is not successfully completed, legal enforcement action may be initiated.

§ 13.13 [Deleted]

3. By deleting § 13.13 and inserting the following new heading before § 13.15:

Subpart C—Legal Enforcement Actions

§ 13.19 [Amended]

4. By striking out the words "Subpart C" in the last sentence of § 13.19(c) and inserting the words "Subpart D" in place thereof.

5. By redesignating present Subpart C as Subpart D.

6. By amending § 13.67(a) to read as follows:

§ 13.67 Final order of Hearing Officer.

(a) If the final order of the Hearing Officer makes a decision on the merits, it contains a statement of his findings and conclusions on all material issues of fact and law. If the Hearing Officer determines that safety in air commerce or air transportation and the public interest so require, he may issue an order amending, suspending or revoking the respondent's certificate. The certificate action imposed may not be more severe than that proposed in the notice of proposed certificate action. If the Hearing Officer finds that the allegations of the notice have been proved, but that no sanction is required, he makes appropriate findings and orders the notice terminated. If the Hearing Officer finds that the allegations of the notice have not been proved, he orders the notice dismissed. If the Hearing Officer finds it to be equitable and in the public interest, he may order the proceeding terminated upon payment by the respondent of a civil penalty in an amount agreed upon by the parties.

* * * * *

(Secs. 302(f), 303(d), 313(a), 1001, Federal Aviation Act of 1958; 49 U.S.C. 1343, 1344, 1354, 1481)

Issued in Washington, D.C., on May 16, 1967.

WILLIAM F. MCKEE,
Administrator.

[F.R. Doc. 67-5738; Filed, May 23, 1967; 8:46 a.m.]

[Docket No. 7831; Amdts. 23-6, 25-12, 43-7, 91-40]

ALTIMETER SYSTEM REQUIREMENTS

Miscellaneous Amendments to Chapter

The purpose of this amendment to Parts 23, 25, 43, and 91 of the Federal Aviation Regulations is to revise the design standards concerning static pressure systems and to revise the test requirements applicable to the maintenance of altimeter systems.

This amendment is based on a notice of proposed rule making (Notice No. 66-44) published in the FEDERAL REGISTER on December 31, 1966 (31 F.R. 16790).

Numerous comments were received in response to Notice 66-44, most of which were in agreement with the proposal. The more pertinent of the comments that raised questions together with the changes in the proposal resulting therefrom are discussed hereinafter.

With reference to the static pressure system proof test required under both Part 23 and Part 25, an inconsistency in wording was noted in regard to the pressure differential at which the tests are run for unpressurized aircraft. Since there is no reason for different requirements, § 25.1325(c)(2)(i) has been modified to require a pressure differential of approximately 1 inch of mercury rather than the absolute value of 1 inch as stated in the notice.

One commentator pointed out that the requirement that the proof tests of the static pressure systems on unpressurized aircraft be conducted with the static pressure system evacuated to a pressure differential based on an altimeter reading of 1,000 feet at sea level could be confusing to people located at elevations above 1,000 feet mean sea level. The FAA agrees and §§ 23.1325(b)(2)(i) and 25.1325(c)(2)(i) have been further amended to permit the proof test of unpressurized aircraft with the static pressure system evacuated to an altimeter reading of 1,000 feet above the airplane elevation at the time of the test.

It was recommended that § 25.1325(c)(2)(ii) be changed in its entirety to provide a new leak test tolerance formula that would reduce test ambiguities resulting from calculating the 2 percent tolerance using pounds per square inch or feet altitude at different airport elevations. In this connection, the FAA previously investigated the feasibility of establishing a quantitative static system test. That investigation, however, indicated that a quantitative test was much too complex for general use but that the simplified qualitative test would be satisfactory and would provide adequate results without any adverse effect on safety. The latter was accordingly proposed in the notice. In the interest of simplicity and ease of performance, the FAA is retaining the test references in terms of feet altitude even though this qualitative approach may give minor differences in test results where the tests are run at different field elevations.

One commentator stated that the proposed § 23.1325(b)(3) requirement for a correction card where altimeter readings on primary and alternate static systems differ by more than 50 feet, is too restrictive at high altitudes and high Mach numbers and suggested clarification as to the range of altitude and Mach numbers applying to this tolerance. However, the FAA believes that the proposed requirement is necessary to assure proper vertical separation considering the entire altitude-speed range. In the high Mach—high altitude regime, the static system accuracy may be marginal at best and errors introduced while on the alternate system could lead to hazardous operation if the pilot is not informed of the magnitude of the error. In the low speed—low altitude regime, static system errors are minimized so that correspondence between the two systems should pose no problem.

As noted by one commentator, the first altitude entry in Table I, Appendix E, Part 43, was inadvertently printed as 1,000 feet when it should have been −1,000. The table has been corrected accordingly.

One of the comments contained a recommendation that section (c) of Appendix E should be changed to require recording of date and test altitude on the altimeter dial. The FAA does not, however, agree with the recommended change. Such a requirement would result in the unnecessary cluttering of the instrument face and unnecessary expense and inconvenience due to instrument removal and teardown in order to record the information on subsequent inspections. The requirement that the date and maximum altitude to which the altimeter has been tested be recorded on the altimeter, is necessary to provide the information for entry in the airplane log or other permanent record when the instrument is installed in an airplane. With the maximum altitude for the altimeter entered in the aircraft log, there

is no need, insofar as the pilot is concerned, to enter that data on the face of the instrument.

In connection with the altimeter test and inspection, comments variously suggested the importance of preliminary pitot system checks to preclude damage to the airspeed meter, of periodic purging of pitot and static lines, and of information concerning the accuracy of altimeter test equipment. The FAA sees merit in these comments, and contemplates that to the extent that it has not already been accomplished, such information will be presented as acceptable means of compliance with the proposed rules in appropriate advisory circulars.

One commentator suggested changes to section (c) of Appendix E to eliminate the requirement for commercial operators to prepare records under § 43.9 in addition to those they presently keep. Commercial operators of large aircraft maintained in accordance with a continuous airworthiness program under Part 121 are exempted from the requirements of § 91.170 by the provisions of § 91.161. Therefore, there is no need for the recommended change insofar as such operators are concerned. On the other hand, commercial operators of small aircraft are governed by Part 135 of the FARs and they are not required to maintain their aircraft under a continuous airworthiness program. The provisions of present § 43.9(a) apply to such operators and they would not, by the proposed rule, be required to prepare records in addition to those they presently keep. The recommended change, is, therefore, unnecessary.

Expressing the belief that the proposed regulations would require periodic removal of the altimeter instruments for the required tests and inspections, one comment indicated that extensive work behind the instrument panel can cause malfunctions of other equipment disturbed in the process. For this reason, the comment suggested that there should be an amendment to allow airframe repair stations to use external connections to test the static system and the altimeter using a reference altimeter that is calibrated against a master semiannually. The FAA presently permits the use of external connections to test the static and altimeter systems. However, the advisory circular covering this matter suggests that the reference altimeter be calibrated once each month until the necessary interval between calibration checks can be determined. Using this procedure, it may be that the accuracy of the reference altimeter can be maintained by a semiannual calibration.

The proposal has not been revised in accordance with the recommendation that altimeters and static systems be tested and inspected once each year instead of each 24 months. Based on current experience as reported by major altimeter manufacturers and repair stations, the FAA has determined that an altimeter instrument and static system will maintain accuracy and integrity for 2 years following a test and inspection. To require yearly tests of either or both systems would impose a burden on owners and operators without a corresponding increase in safety.

Numerous comments were received concerning the persons authorized to perform the tests and inspections of the static pressure system and the altimeter instrument. One comment suggested that the designation should have included noncertificated repair stations and fixed base operators. In this connection, it should be pointed out that the static pressure system and altimeter instrument tests and inspections are maintenance items and must, therefore, be performed by persons certificated to perform maintenance. Moreover, the tests and inspections require sophisticated test equipment and a capability that must be maintained under a system of periodic inspections. It is only through the certification procedures that the FAA is able to regularly conduct surveillance of the approved facilities and make periodic determinations as to their capability. Another comment suggested that a certificated "A & P" mechanic should be permitted to conduct the necessary tests and inspections. The FAA agrees with this comment insofar as the static pressure system tests are concerned and the regulation has been so revised. However, the FAA does not consider that it would be appropriate to authorize certificated mechanics to conduct the required altimeter tests and inspections in the light of the test equipment and capability that is necessary for those tests and inspections. The opinion was also expressed that the proposal would permit certificated repair stations with airframe ratings to accomplish an instrument major repair without the necessity of obtaining an instrument rating. As proposed, the rule permits a repair station having an airframe rating to conduct the tests and inspections necessary for the altimeter instrument. However, the rule does not permit repair stations with only an airframe rating to accomplish any repairs to the instrument. Contrary to the understanding of this commentator, the altimeter tests covered under this proposal are not considered to be major repairs to the altimeter. Finally, the FAA does not concur with the recommendation that the provision designating the persons authorized to conduct the required inspections and tests be deleted from § 91.170 and added to Appendix E in Part 43. While it is true that Appendix E contains the scope of the required inspections and tests that the designated persons are authorized to conduct, the FAA considers that from the standpoint of the owner or operator of an airplane, it would be better to set forth the designation in the operating requirements of Part 91 rather than as part of the technical details of the inspections and tests in the Appendix to Part 43.

The present requirements of § 91.170 apply only to persons operating an airplane in controlled airspace under IFR. The phrase "in controlled airspace," which limits the applicability of § 91.170, was incorporated into the regulation after consideration by the Agency in an appropriate rule-making action. However, a comment has now been received in response to Notice 66-44 requesting the FAA to delete the phrase "in controlled airspace" on the ground that a substantial number of IFR flights are made within uncontrolled airspace and that there is no reason why the altimetry maintenance and alteration standards should not apply to IFR flight in both controlled and uncontrolled airspace. While this comment involves a substantive change to the present requirements that goes beyond the scope of this notice of proposed rule making, the FAA believes that it warrants further consideration in connection with other altitude indication projects now in process.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all matter presented.

In consideration of the foregoing, Parts 23, 25, 43, and 91 of the Federal Aviation Regulations are amended effective August 1, 1967, as follows:

PART 23—AIRWORTHINESS STANDARDS: NORMAL, UTILITY, AND ACROBATIC CATEGORY AIRPLANES

1. Section 23.1325(b) (2) and (3) is amended to read as follows:

§ 23.1325 Static pressure system.

* * * * * * *

(b) * * *

(2) A proof test must be conducted to demonstrate the integrity of the static pressure system in the following manner:

(i) *Unpressurized airplanes.* Evacuate the static pressure system to a pressure differential of approximately 1 inch of mercury or to a reading on the altimeter, 1,000 feet above the aircraft elevation at the time of the test. Without additional pumping for a period of 1 minute, the loss of indicated altitude must not exceed 100 feet on the altimeter.

(ii) *Pressurized airplanes.* Evacuate the static pressure system until a pressure system until a pressure differential equivalent to the maximum cabin pressure differential for which the airplane is type certificated is achieved. Without additional pumping for a period of 1 minute, the loss of indicated altitude must not exceed 2 percent of the equivalent altitude of the maximum cabin differential pressure or 100 feet, whichever is greater.

(3) If a static pressure system is provided for any instrument, device, or system required by the operating rules of this chapter, each static pressure port must be designed or located in such a manner that the correlation between air pressure in the static pressure system and true ambient atmospheric static pressure is not altered when the airplane encounters icing conditions. An anti-icing means or an alternate source of static pressure may be used in showing compliance with this requirement. If the reading of the altimeter, when on the alternate static pressure system differs from the reading of the altimeter when

on the primary static system by more than 50 feet, a correction card must be provided for the alternate static system.

PART 25—AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES

2. Section 25.1325(c)(2) is amended to read as follows:

§ 25.1325 **Static pressure systems.**

* * * * *

(c) * * *

(2) It is airtight except for the port into the atmosphere. A proof test must be conducted to demonstrate the integrity of the static pressure system in the following manner:

(i) *Unpressurized airplanes.* Evacuate the static pressure system to a pressure differential of approximately 1 inch of mercury or to a reading on the altimeter, 1,000 feet above the airplane elevation at the time of the test. Without additional pumping for a period of 1 minute, the loss of indicated altitude must not exceed 100 feet on the altimeter.

(ii) *Pressurized airplanes.* Evacuate the static pressure system until a pressure differential equivalent to the maximum cabin pressure differential for which the airplane is type certificated is achieved. Without additional pumping for a period of 1 minute, the loss of indicated altitude must not exceed 2 percent of the equivalent altitude of the maximum cabin differential pressure or 100 feet, whichever is greater.

* * * * *

PART 43—MAINTENANCE, PREVENTIVE MAINTENANCE, REBUILDING, AND ALTERATION

3. Appendix E of Part 43 is amended as follows:

a. The second sentence of subparagraph (ii) of paragraph (b)(1) is amended to read as follows:

(b) Altimeter:
(1) * * *
(ii) *Hysteresis.* * * * Pressure shall be increased at a rate simulating a descent in altitude at the rate of 5,000 to 20,000 feet per minute until within 3,000 feet of the first test point (50 percent of maximum altitude). * * *

* * * * *

b. Section (c) is amended to read as follows:

(c) Records: Comply with the provisions of § 43.9 of this chapter as to content, form, and disposition of the records. The person performing the altimeter tests shall record on the altimeter the date and maximum altitude to which the altimeter has been tested and the persons approving the airplane for return to service shall enter that data in the airplane log or other permanent record.

c. Table I is amended to read as follows:

TABLE I

Altitude (feet)	Equivalent pressure (inches of mercury)	Tolerance ±(feet)
−1,000	31.018	20
0	29.921	20
500	29.385	20
1,000	28.856	20
1,500	28.335	25
2,000	27.821	30
3,000	26.817	30
4,000	25.842	35
6,000	23.978	40
8,000	22.225	60
10,000	20.577	80
12,000	19.029	90
14,000	17.577	100
16,000	16.216	110
18,000	14.942	120
20,000	13.750	130
22,000	12.636	140
25,000	11.104	155
30,000	8.885	180
35,000	7.041	205
40,000	5.538	230
45,000	4.355	255
50,000	3.425	280

PART 91—GENERAL OPERATING AND FLIGHT RULES

4. Part 91 is amended as follows:

§ 91.165 **[Amended]**

a. Section 91.165 is amended by inserting the words "and § 91.170" immediately after the reference "§ 91.169".

b. Section 91.170 is amended to read as follows:

§ 91.170 **Altimeter system tests and inspections.**

(a) No person may operate an airplane in controlled airspace under IFR unless, within the preceding 24 calendar months, each static pressure system and each altimeter instrument has been tested and inspected and found to comply with Appendix E of Part 43 of this chapter. The static pressure system and altimeter instrument tests and inspections may be conducted by—

(1) The manufacturer of the airplane on which the tests and inspections are to be performed;

(2) A certificated repair station properly equipped to perform these functions and holding—

(i) An instrument rating, Class I;

(ii) A limited instrument rating appropriate to the make and model altimeter to be tested;

(iii) A limited rating appropriate to the test to be performed;

(iv) An airframe rating appropriate to the airplane to be tested; or

(v) A limited rating for a manufacturer issued for the altimeter in accordance with § 145.101(b)(4) of this chapter; or

(3) A certificated mechanic with an airframe rating (static pressure system tests and inspections only).

(b) The first test and inspection required by this section for airplanes, under annual inspection is not required to be made until the first annual inspection after July 31, 1967.

(c) No person may operate an airplane in controlled airspace under IFR at an altitude above the maximum altitude to which an altimeter of that airplane has been tested.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on May 16, 1967.

WILLIAM F. MCKEE,
Administrator.

[F.R. Doc. 67-5739; Filed, May 23, 1967; 8:46 a.m.]

[Airspace Docket No. 67-CE-15]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area

On March 7, 1967, a notice of proposed rule making was published in the FEDERAL REGISTER (32 F.R. 3780) stating that the Federal Aviation Administration proposed to alter controlled airspace in the Faribault-Owatonna, Minn., terminal area.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. The one comment received offered no objection to the proposal.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., July 20, 1967, as hereinafter set forth:

In § 71.181 (32 F.R. 2148), the Faribault-Owatonna, Minn., transition area is amended to read:

FARIBAULT-OWATONNA, MINN.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Faribault Municipal Airport (latitude 44°-19'35" N., longitude 93°18'30" W.); within a 5-mile radius of Owatonna Municipal Airport (latitude 44°07'15" N., longitude 93°15'-15" W.); within 2 miles each side of the 200° bearing from Faribault Municipal Airport extending from the Faribault 5-mile radius area to 9 miles south of the airport; and within 2 miles each side of the 315° bearing from Owatonna Municipal Airport, extending from the Owatonna 5-mile radius area to 9 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface in the Faribault-Owatonna terminal area bounded on the north by the arc of a 36-mile radius circle centered on the Minneapolis-St. Paul International Airport (latitude 44°53'08" N., longitude 93°13'11" W.), on the east by V-82, on the south by V-24 and on the west by V-170, excluding the portion which overlies the Hope, Minn., and Rochester, Minn., transition areas.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Kansas City, Mo., on May 8, 1967.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 67-5740; Filed, May 23, 1967; 8:46 a.m.]

[Airspace Docket No. 67-CE-23]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area

On March 10, 1967, a notice of proposed rule making was published in the FEDERAL REGISTER (32 F.R. 3947) stating that the Federal Aviation Administration proposed to alter controlled airspace in the Coldwater, Mich., terminal area.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. The one comment received was favorable.

The Coldwater, Mich., Branch County Memorial Airport coordinates recited in the notice of proposed rule making have been changed slightly in this final rule. Since this change is minor in nature and imposes no additional burden on anyone, it is being incorporated in the rule without notice and public procedure.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., July 20, 1967, as hereinafter set forth:

In § 71.181 (32 F.R. 2148), the Coldwater, Mich., transition area is amended to read:

COLDWATER, MICH.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Branch County, Memorial Airport (latitude 41°56'05" N., longitude 85°02'55" W.), within 2 miles each side of the Litchfield, Mich. VORTAC 239° radial extending from the 5-mile radius area to 8 miles northeast of the airport, and within 2 miles each side of the 209° bearing from the Branch County Memorial Airport extending from the 5-mile radius area to 8 miles southwest of the airport.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Kansas City, Mo., on May 10, 1967.

DANIEL E. BARROW,
Acting Director, Central Region.

[F.R. Doc. 67-5741; Filed, May 23, 1967; 8:46 a.m.]

[Airspace Docket No. 67-SO-56]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the Eufaula, Ala., transition area.

The Eufaula transition area is described in § 71.181 (32 F.R. 2148).

The geographic coordinate for the Weedon Airport is published as "* * * (latitude 31°56'45" N., longitude 85°08'15" W.) * * *".

Because of a refinement of the geographic coordinate by Coast and Geodetic Survey, it is necessary to alter the transition area accordingly.

Since this amendment is editorial in nature, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective immediately, as hereinafter set forth.

In § 71.181 (32 F.R. 2148) the Eufaula, Ala., transition area is amended as follows: "* * * (latitude 31°56'45" N., longitude 85°08'15" W.) * * *" is deleted and "* * * (latitude 31°57'05" N., longitude 85°07'45" W.) * * *" is substituted therefor.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348(a))

Issued in East Point, Ga., on May 15, 1967.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 67-5742; Filed, May 23, 1967; 8:46 a.m.]

[Airspace Docket No. 67-CE-51]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Federal Airway

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the segment of VOR Federal airway No. 218 between Rochester, Minn., and Rockford, Ill.

V-218 airway from Rochester, Minn., to Waukon, Iowa, is a common segment with VOR Federal airway No. 24 south alternate. Action is taken herein to raise the floor of this segment of V-218 to 1,200 feet AGL so as to provide compatability on the floors for this common airway segment. In addition, action is taken herein to realign V-218 segment between Waukon and Rockford via the intersection of the Waukon 119° T (114° M) and the Rockord 304° T (301° M) radials. This realignment of V-218 will permit the deletion of the Rewey, Wis., VOR as a facility within the VOR airway structure and also permit its decommissioning. Since this realignment of V-218 will not alter the extent of controlled airspace, notice and public procedure are unnecessary. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, these amendments will become effective more than 30 days after publication.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., July 20, 1967 as hereinafter set forth.

In § 71.123 (32 F.R. 2009) V-218 is amended by deleting all before "12 AGL INT Rockford 136°" and substituting "From Rochester, Minn., 12 AGL via Waukon, Iowa; 12 AGL INT Waukon 119° and Rockford, Ill., 304° radials; 12 AGL Rockford;" therefor.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on May 16, 1967.

H. B. HELSTROM,
Chief, Airspace and Air Traffic Rules Division.

[F.R. Doc. 67-5743; Filed, May 23, 1967; 8:46 a.m.]

[Airspace Docket No. 66-WE-52]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Federal Airways

On March 1, 1967, a notice of proposed rule making was published in the FEDERAL REGISTER (32 F.R. 3401) stating that the Federal Aviation Agency was considering raising the floors of Federal airway segments in the Seattle, Wash., ARTC Center area.

Interested persons were afforded an opportunity to participate in the proposed rule making by the submission of comments. All comments received were favorable.

Subsequent to publication of the notice, V-440 was designated from Seattle to Victoria, British Columbia, Canada. A floor for this airway is considered herein. V-99 was renumbered as segments of V-165 and V-287; V-281 was renumbered as a segment of V-536; and V-283 was renumbered as a segment of V-165 (Airspace Docket No. 66-WA-42, 32 F.R. 6434) effective June 22, 1967. In as much as the floors proposed for V-99, V-281, V-283, and V-287 were incorporated in Airspace Docket No. 66-WA-42, action on these floors is not considered herein. A proposed floor for V-520 is not considered herein as action to realign and extend this airway to The Dalles has been postponed until August 17, 1967 (Airspace Docket No. 66-WE-70).

In addition, several changes differing from those proposed in the notice are incorporated herein for aeronautical chart legibility and to include airspace in which radar vectoring is currently accomplished. Since these changes are, in each case, minor changes in distance and altitudes of floors and are made in the interest of safety, the Administrator has determined that notice and public procedure thereon are impracticable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., July 20, 1967, as hereinafter set forth.

1. Section 71.123 (32 F.R. 2009, 3219, 3438, 5988) is amended as follows:

a. In V-2 all before "12 AGL Spokane, Wash.," is deleted and "From Seattle, Wash., 12 AGL Ellensburg, Wash., including a 12 AGL south alternate via INT Seattle 124° and Ellensburg 274° radials; 12 AGL Ephrata, Wash., including a 12 AGL north alternate from Seattle to Ephrata via Wenatchee, Wash.;" is substituted therefor.

b. In V-4 all before "12 AGL Pendleton, Oreg.;" is deleted and "From Neah Bay, Wash., RBN, 12 AGL Port Angeles, Wash.; 12 AGL INT Port Angeles 090° and Seattle, Wash., 329° radials; 12 AGL Seattle; 12 AGL Yakima, Wash., including a 12 AGL south alternate from Seattle to Yakima via INT Seattle 163° and Olympia, Wash., 084° radials and INT Olympia 084° and Yakima 305° radials, excluding the airspace between the main and this alternate airway;" is substituted therefor.