File

UNITED STATES OF AMERICA
FEDERAL AVIATION AGENCY
WASHINGTON 25, D. C.

Civil Air Regulations Amendment 60-18

Effective: June 30, 1960
Issued: June 23, 1960

ROUTING	
REF	Initials

[Reg. Docket No. 375; Civil Air Regs. Amdt. 60-18]

PART 60—AIR TRAFFIC RULES

Rescission of Amendments 60–14 and 60–14A

Draft Release No. 60–8, published as a notice of proposed rule making in the FEDERAL REGISTER on May 7, 1960 (25 F.R. 4083) gave notice that the Federal Aviation Agency proposed to adopt a new amendment to Part 60 for the establishment of the base of controlled airspace and, in a separate action, to rescind Amendments 60–14 and 60–14A.

The reasons for the rescission of the amendments and the adoption of a new amendment were set forth in detail in the draft release. The Agency proposed to rescind Amendments 60–14 and 60–14A and, in their place, to adopt a new amendment which would more fully recognize the airspace requirements of the VFR pilot.

As stated in Draft Release No. 60–8, the Federal Aviation Agency conducted an analysis to determine the effect upon flight safety and upon the air traffic control system which would result from the implementation of Amendment 60–14. The results of that analysis indicated that modification of the existing airspace structure beyond that envisioned by Amendment 60–14 is required in order that the Agency may more fully recognize its responsibility to the VFR pilot. Since Amendment 60–14 was based on a height above the ground, it did not necessarily provide an operating area for the VFR pilot above man-made obstructions. Accordingly, a rule was developed that would provide uncontrolled airspace to permit the conduct of VFR flight above these obstructions and to permit flight in accordance with the minimum altitude requirements of § 60.17(b) of Part 60. Interested persons have been afforded an opportunity to comment and consideration is being given to all matter presented. It has been determined from a preliminary review of the comments that a final rule cannot be adopted prior to the effective date of Amendments 60–14 and 60–14A.

The majority of the comments received in response to Draft Release No. 60–8 either endorsed the proposed rescission of 60–14 and 60–14A or posed no objection to such action. Therefore, it has been determined that, in the public interest, pending the adoption of a new amendment, retention or further extension of those amendments would serve no useful purpose. It has also been determined that a public hearing will be held on or about August 10, 1960, to give all interested persons an opportunity to present fully their views and alternate suggestions, if any, with respect to the new proposal. Formal notice will be given in the FEDERAL REGISTER as to the exact date and location of the public hearing; however, this will serve as a preliminary notice of the public hearing and will provide those who desire to participate the maximum period of time for preparation of their presentation.

In order to prevent any misunderstanding concerning the effectiveness of Amendment 60–14, a Notice to Airmen is being disseminated to provide the user public more complete notice of the fact that Amendment 60–14 is rescinded.

In consideration of the foregoing, Civil Air Regulations Amendments 60–14 and 60–14A (24 F.R. 6, 11078) are hereby rescinded effective June 30, 1960.

(Secs. 313(a), 307(a), 307(c); 72 Stat. 752, 749, 49 U.S.C. 1354, 1348)

Issued in Washington, D.C., on June 23, 1960.

JAMES T. PYLE,
Acting Administrator.

[F.R. Doc. 60–6008; Filed, June 28, 1960; 8:50 a.m.]

(As published in the Federal Register /25 F. R. 6015/ on June 29, 1960)

GPO 89 6538