SR-422

FEDERAL AVIATION AGENCY
FLIGHT STANDARDS SERVICE
Washington 25, D. C.

April 26, 1962

NOTICE OF WITHDRAWAL OF PROPOSED RULE MAKING

SUBJECT: Expanding Lateral Obstacle Clearance During Takeoff for Turbine-Powered Airplanes

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The Flight Standards Service of the Federal Aviation Agency has had under consideration a proposal to amend section 40T.82, Takeoff Obstacle Clearance Limitations, in Special Civil Air Regulations Nos. SR-422, SR-422A, and SR-422B to provide expanding lateral obstacle clearance commensurate with the takeoff performance characteristics of turbine-powered airplanes. The reasons therefor were set forth in the explanatory statement of a notice of proposed rule making which was published in the Federal Register (25 F.R. 2270) and circulated to the public as Civil Air Regulations Draft Release No. 60-4, dated March 11, 1960. The Flight Standards Service desires that all persons affected by the requirements of this proposal be fully informed as to the status of the proposal and the developments associated therewith.

The current provisions of section 40T.82 of SR-422, SR-422A, and SR-422B, require that all turbine-powered air carrier airplanes clear all obstacles within the boundaries of the airport by at least 200 feet horizontally and beyond the airport by at least 300 feet horizontally or by a specified height vertically. The 300-foot horizontal distance is known as the lateral obstacle clearance and now results in an obstacle clearance corridor which is 600 feet wide, its centerline being the intended track of the airplane. It was proposed to amend these rules to prescribe an expanding lateral clearance from 300 feet to a maximum of 1,000, 2,000, or 3,000 feet depending on the meteorological conditions existing at the time of takeoff, on local navigational aids, and on whether or not a turn was scheduled.

Of the major issues raised by the comments, it appears that the primary concern of operators was the retroactive application of the proposed rules to current operations of turbine-powered airplanes. It appears that the proposed rules, if made mandatory, would have severe economic implications on current operations of some aircraft from certain airports, affecting particularly the two-engine turbine-powered transport airplane. On the other hand, a review of the operating experience with turbine-powered transport airplanes indicates no particular experience of an adverse nature with respect to obstacle clearance.

Formulation of the proposed rules was based on the premise that it was unrealistic to assume that a pilot could at all times navigate an airplane for distances as long as 20 miles within a corridor as narrow as the 600 feet presently prescribed. This premise appeared to be justified by consideration of the likely area the airplane could traverse taking account of the airplane's speed, variations in piloting techniques, meteorological conditions, accuracy of airplane instruments and ground navigational aids, and variations in other operational parameters.

There appeared to be no real issue taken with the logic of the expanding lateral clearance concept. However, notwithstanding this, practical aspects of the matter indicate that the related experience has been satisfactory and does not appear to justify fully the application of the proposed rules to current operations.

In view of the foregoing, the proposed rules will not be recommended for adoption at this time. However, the Service intends to monitor closely the operations of turbine-powered transport airplanes and, if indicated by future service experience, will be prepared to take appropriate action.

Constructive comments of which we have taken note were received on the proposed rules. In view of this and in light of other considerations supporting the proposal, the Service will consider incorporating for future application the concept of expanding lateral clearance in proposed revisions to Special Civil Air Regulation SR-422B which are currently under study.

In consideration of the foregoing, the Notice of Proposed Rule Making, entitled "Expanding Lateral Obstacle Clearance During Takeoff For Turbine-Powered Airplanes" (25 F.R. 2270) and circulated as Draft Release No. 60-4, dated March 11, 1960, is hereby withdrawn.



Director,
Flight Standards Service