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Regulation No. SR-408A

UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Effective: November 25, 1955
Adopted: October 26, 1955

SPECIAL CIVIL AIR REGULATION

DELEGATION OF AUTHORITY TO THE ADMINISTRATOR TO ESTABLISH RULES APPLICABLE TO A HIGH DENSITY TRAFFIC ZONE IN THE WASHINGTON, D. C., AREA

On October 20, 1954, the Civil Aeronautics Board adopted Special Civil Air Regulation No. SR-408, effective November 25, 1954, which delegated to the Administrator authority to designate a "High Density Air Traffic Zone" in the Washington, D. C., area and to establish additional rules for VFR operations within the zone for the purpose of conducting experiments with respect to procedures and rules necessary for the safe and efficient movement of air traffic in high density air traffic zones. The authority delegated to the Administrator by SR-408 is effective for a period of one year and will terminate on November 24, 1955.

At the time SR-408 was adopted, it was presumed that the Administrator would be able to promulgate additional rules within a reasonably short time. However, in view of the controversial nature of the matters involved, the Administrator deemed it necessary to hold a public hearing. As a consequence, the promulgation of the Administrator's rules was delayed considerably and they did not become effective until August 1, 1955. Unless the authority contained in SR-408 is extended, the rules of the Administrator will be in effect only for a period of approximately three and one-half months. This Special Civil Air Regulation extends until July 31, 1956, the authority contained in SR-408 so as to permit the rules prescribed by the Administrator to be in effect for one year as originally contemplated.

Special Civil Air Regulation No. SR-408 authorized the Administrator to designate all airspace located within the Washington control zone as a high density air traffic zone. However, it appears desirable to make express provision for the exclusion of some airspace surrounding airports within the control zone, other than Washington National Airport, in order to facilitate operations into and from such other airports. Accordingly, this regulation changes the description of the extent of the high density air traffic zone to include "all or any part" of the airspace located within the Washington control zone.

Interested persons have been afforded an opportunity to participate in the making of this regulation (20 F.R. 6717), and due consideration has been given to all relevant matter presented.

It is recognized that the promulgation of this rule will not permit 30 days effective notice prior to November 25, 1955. However, since

this is an extension of the original authority contained in SR-408 and maintains the status quo; and since it would be confusing to the public, and therefore be contrary to the public interest, to permit this authority to lapse for several days, the Board finds that good cause exists for making this regulation effective on less than 30 days' notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby makes and promulgates the following Special Civil Air Regulation, effective November 25, 1955:

The Administrator is authorized to designate a zone to be known as a "High Density Air Traffic Zone" in the Washington, D. C., area, to include all or any part of the airspace located within the Washington control zone extending from the surface upward to 3,000 feet above the elevation of the Washington National Airport.

There is hereby delegated to the Administrator authority to prescribe such additional rules to be applicable in the Washington High Density Air Traffic Zone during VFR weather conditions as he shall find are necessary or desirable, for the purpose of conducting experiments with respect to procedures and rules necessary for the safe and efficient movement of air traffic in high density air traffic zones.

All operations of aircraft within the Washington High Density Air Traffic Zone shall be in compliance with the rules and procedures prescribed by the Administrator.

This regulation supersedes Special Civil Air Regulation No. SR-408 and shall terminate July 31, 1956, unless sooner superseded or rescinded by the Board.

(Sec. 205(a), 52 Stat. 984; 49 U.S.C. 425(a). Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U.S.C. 551)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)