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

Effective: November 25, 1954
Adopted: October 20, 1954

*SPECIAL CIVIL AIR REGULATION*

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

Currently effective Part 60 of the Civil Air Regulations contains air traffic rules for aircraft operating anywhere in the United States or in its several Territories and possessions. In general terms, the Civil Air Regulations provide for the conduct of two types of flight: Visual Flight (VFR) and Instrument Flight (IFR). Aircraft operated in control areas in accordance with the Instrument Flight Rules are required to be operated under air traffic control. The procedures employed in this control of air traffic have been designed to provide a safe and orderly flow of the traffic being operated under IFR conditions. The philosophy behind the Visual Flight Rules is that aircraft being flown in accordance with these rules are operated in "see and be seen" weather conditions permitting the pilots to observe and avoid other traffic. Only a few rules have to be observed even in control zones under VFR conditions.

A number of problems that affect the movement of air traffic become more critical in areas of high traffic density. Because of the congestion of traffic in the vicinity of certain large metropolitan airports, the increase in use of high speed aircraft, the wide range of speeds in aircraft, and the many different types of aircraft in use, it appears necessary to establish additional means of affording safety and efficiency in the movement of all aircraft in such critical areas.

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Recent studies have disclosed that traffic congestion in certain major terminal areas is not only the prime cause for delays, confusion, and disarrangement of traffic throughout the air traffic system but also the cause of near misses. In an effort to find a solution to some of the problems relating to areas of high density traffic, a special working group of the Air Coordinating Committee, Air Traffic Control and Navigation Panel, has developed recommended procedures which, if applied, will constitute an important step toward implementation of the "common system" of air navigation and result in increased safety and efficiency of VFR operations in high density areas. On February 18, 1954, the Panel recommended proposed standards for an experimental high density air traffic zone plan for the Washington, D. C., area.

The purpose of this regulation is to delegate to the Administrator sufficient authority to permit him to designate a "High Density Air Traffic Zone" in the Washington, D. C. area and to establish procedures for the zone on a temporary basis. These proposed procedures are expected to facilitate movement of traffic in the zone under VFR conditions in a safer and more efficient manner and to the benefit of all users. The authorization provided by this regulation does not permit the Administrator to alter the rules applicable to IFR operations. The delegation does, however, permit the Administrator to establish additional rules for VFR operation within the zone. Such rules will be promulgated in accordance with the notice and public procedure requirements of the Administrative Procedure Act.

This regulation further provides that the delegation of authority to the Administrator shall be for a period of one year. This will enable the Administrator to obtain necessary experience with these procedures, or such modifications thereof as he may make from time to time as experience dictates. The Board may later make such procedures applicable to other high density zones, if it is found that a need exists and that they will, in fact, contribute to safer and more efficient control of air traffic. A special working group of the Air Traffic Control and Navigation Panel will closely observe the procedures established by the Administrator under this regulation and make recommendations with respect to problems which may arise during this experimental period. Private individuals and representatives of organizations may, upon request, participate on this working group.

COMM-DC-10403

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

In view of the foregoing, the Civil Aeronautics Board hereby makes and promulgates the following Special Civil Air Regulation, effective November 25, 1954:

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 airspace located within the Washington control zone extending from the surface upward to 3000 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 Special Civil Air Regulation is to be effective for a period of one year.

(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)

Adams, Member, dissented.