A D V A N C E C O P Y

UNITED STATES OF AMERICA
FEDERAL AVIATION AGENCY

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Special Civil Air Regulation No. SR-442A

[Reg. Docket No. 380; Special Civil Air Regulation No. SR-442A]

PART 60—AIR TRAFFIC RULES

Special Civil Air Regulation; New York International Airport Traffic Area Rules

By Special Civil Air Regulation No. SR-442 (25 F.R. 8538), effective October 15, 1960, special airport traffic pattern rules were established for flight operations conducted within five miles of the New York International Airport at altitudes extending up to, but not including, 2,000 feet above the surface. SR-442 also established certain limited rules for Floyd Bennett Naval Air Station. It was promulgated to enhance the safety of flight in the New York area and to minimize aircraft noise disturbance to persons on the ground, pending the adoption of an air traffic regulation of general applicability for the same purposes.

On September 22, 1961, Amendment 60-24 (26 F.R. 9069), effective December 26, 1961, was adopted. It amended § 60.18 of the Civil Air Regulations to establish certain air traffic rules designed to standardize flight procedures at controlled airports and, to the extent practicable, provide for a uniform application of traffic pattern rules. Much of the substance of SR-442 was incorporated in these rules. In addition, the amended § 60.18 authorizes the development of mandatory local preferential runway procedures such as those presently specified in SR-442. Therefore, § 60.18 renders superfluous and unnecessary much of the regulatory content of SR-442.

SR-442 contains certain rules governing aircraft operations to and from Floyd Bennett Naval Air Station and prescribes traffic pattern altitudes for aircraft entering the New York International Airport Traffic Area. Retention of these provisions is considered necessary as they are not covered by § 60.18.

The Agency originally intended to drop the surplus material in SR-442 in the process of its recodification and it was so proposed in Subpart B of Part 93 (New) in the recodification notice of proposed rule making on Subchapter F—Air Traffic and General Operating Rules, published in the FEDERAL REGISTER on February 1, 1963 (28 F.R. 1003), and circulated in Draft Release No. 63-3. It has since been determined, however, that the surplus material should be deleted sooner than would be possible under the recodification program.

Since this amendment eliminates duplicative requirements and imposes no additional burden on any person, compliance with the notice, public procedure and effective date requirements of the Administrative Procedure Act is unnecessary.

In view of the foregoing, Special Civil Air Regulation No. SR-442 is rescinded and a Special Civil Air Regulation No. SR-442A, reading as follows, is adopted effective June 27, 1963:

NEW YORK INTERNATIONAL AIRPORT TRAFFIC AREA RULES

Unless otherwise authorized by air traffic control, each person operating an aircraft in the New York International Airport Traffic Area shall operate it in accordance with the following special air traffic rules in addition to other applicable rules.

1. *New York International Airport Traffic.* Except when the VFR clearance-from-clouds require otherwise, when landing at New York International Airport, each person piloting—

(a) An airplane of 12,500 or more pounds (maximum certificated take-off weight) shall enter the New York International Airport Traffic Area at an altitude of at least 1,500 feet above the surface and maintain that altitude so long as practicable before landing; and

(b) An airplane of less than 12,500 pounds (maximum certificated take-off weight) shall enter the New York International Airport Traffic Area at an altitude of at least 1,200 feet above the surface and after entry shall maintain an altitude of at least 1,000 feet, but not more than 1,200 feet, above the surface so long as practicable before landing.

2. *Landings at Runway 19 or 24 of the Floyd Bennett Naval Air Station.*

Each person piloting an airplane landing on Runway 19 or 24 of Floyd Bennett Naval Air Station shall operate at or below an altitude of 800 feet above the surface in that portion of the Floyd Bennett Naval Air Station traffic pattern that extends into the New York International Airport Traffic Area.

(Secs. 313(a) and 307 of the Federal Aviation Act of 1958, 72 Stat. 752, 749, 49 U.S.C. 1354, 1348)

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N. E. HALABY,
Administrator.

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