Part 60

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Rescission of Special Civil Air Regulation No. SR- 438

[Reg. Docket No. 168]

PART 60—AIR TRAFFIC RULES

Rescission of Special Civil Air Regulation No. SR–438

By Special Civil Air Regulation No. SR–438 (25 F.R. 1764), effective April 4, 1960, special airport traffic pattern rules were established for flight operations conducted within five miles of the Los Angeles International Airport at altitudes extending up to but not including, 2,000 feet above the surface. SR–438 also established certain traffic pattern rules for the Hughes, Santa Monica, and Hawthorne Airports. It was promulgated to enhance the safety of flight in the Los Angeles area and to provide a measure of relief from aircraft noise to persons on the ground, pending the adoption of a rule of national application for the same purposes.

On September 22, 1961, Amendment 60–24 (26 F.R. 9069), effective December 26, 1961, was adopted. By this action, § 60.18 (Part 60 of the Civil Air Regulations) was amended to establish certain air traffic rules which were 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–438 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–438. Therefore, § 60.18 renders superfluous and unnecessary much of the regulatory content of SR–438.

Provisions of SR–438 not contained in § 60.18 pertain to the directions from which to enter the traffic patterns of those airports located within the Los Angeles airport traffic pattern area. Airport traffic pattern area was a term applied to the Los Angeles terminal area which delineated that airspace in which the special rules of SR–438 were applicable. Amendment 60–24 created the airport traffic area which includes airspace within five statute miles of every controlled airport, extending up to but not including 2,000 feet above the surface. The airport traffic area which now surrounds each of the airports regulated by SR–438 is a change in concept and has substantially altered the configuration of designated traffic areas in the greater Los Angeles terminal area, so that the traffic pattern entry procedures specified in the special rule are ambiguous. As a result, redefinition would be required if other means of providing pilots with this information were not available. However the communications provisions of § 60.18 require pilots to maintain two-way communications with the airport traffic control tower while operating in the respective airport traffic areas, and will provide adequate means of transmitting this information to any pilots unfamiliar with entry procedures. Accordingly, retention of the entry procedures specified in SR–438 is no longer necessary. Any traffic pattern altitudes not specified in § 60.18 can also be provided in a similar manner.

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

In consideration of the foregoing, Special Civil Air Regulation No. SR–438 is hereby rescinded. This rescission shall become effective upon publication in the FEDERAL REGISTER.

(Sec. 307 of the Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on January 7, 1963.

N. E. HALABY,
Administrator.

(As published in 28 F.R. 306)

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