A D V A N C E C O P Y

UNITED STATES OF AMERICA
FEDERAL AVIATION AGENCY
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PART 93—SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS [NEW]

Victor Airway No. 16

On August 2, 1957, special air traffic rules were adopted for a segment of Victor Airway No. 16 in an area immediately west of Phoenix, Arizona, to resolve an air traffic conflict which had developed between military jet aircraft crossing the airway to and from Luke Air Force Base and the military and civil traffic operating on the airway. These rules are now contained in Subpart E of Part 93 [New] of the Federal Aviation Regulations, §§ 93.71, 93.73 and 93.75. The purpose of this amendment is to realign the boundaries of the airspace used by the military aircraft crossing Victor Airway No. 16 and to simplify the provisions allocating altitudes to these aircraft and the aircraft using the airway.

Under the existing regulations, Luke Air Force Base jet aircraft engaged in training operations cross Victor Airway No. 16 between longitudes 112°10′ W. and 112°28′ W. at 8,000 feet MSL. When the ceiling is less than 8,000 feet MSL, two revised crossing areas are provided and lower crossing altitudes are specified. The governing ceiling is that reported by the U.S. Aerology Station at Litchfield Park NAF, Arizona. The flight of other aircraft along this segment of the airway must be conducted at altitudes above or below, or between, those allotted for the use of Luke Air Force Base.

In 1957, Luke Air Force Base was an advanced training school for student pilots. The segment of Victor Airway No. 16 involved was located over a lightly inhabited desert area. Since late 1962, the mission of the Luke installation has been expanding to include training which requires that live ordnance, i.e. napalm, and heavy inert ordnance be carried externally on the aircraft. From 20 percent to 25 percent of the 200 daily sorties return to Luke with externally hung ordnance remaining on the aircraft. During the past few years, the city of Phoenix and the adjacent communities have developed rapidly in the direction of the Air Force Base, with the result that part of the crossing corridor now overlies heavily populated areas. In consideration for the safety of the persons and property on the ground, Luke aircraft have been instructed to use the western half of the crossing corridor as much as possible. This restriction to the smaller area creates flight hazards for the aircraft involved, both in crossing the airway and in conducting approaches to land at Luke.

By this amendment, the east boundary of the crossing corridor is moved westward 13 statute miles to 112°23′ W. longitude, i.e., a north-south line along the west edge of Litchfield Park Naval Air Facility and Luke Air Force Base, and the west boundary is moved westward six statute miles to 112°41′30″ W., i.e. a north-south line along the west edge of the Buckeye Auxiliary Airport. The altitudes for the Luke jet training crossings are fixed at 8,000 feet MSL and from 2,100 feet MSL to 4,000 feet MSL. Altitudes for other aircraft crossing or operating along this segment of the airway are thus made available from the surface, subject to the minimum safe altitude and the airport traffic area rules, to 1,600 feet MSL, from 4,500 feet to 7,000 feet inclusive, and above 9,000 feet MSL. The buffer zones and the Luke Air Force Base airport traffic area, which extends into the airway segment, provide segregation between the Luke aircraft and all other aircraft operations. Since these provisions are applicable only in Visual Flight Rules conditions, the regulation makes no reference to a ceiling measurement.

The revised crossing corridor provides adequate airspace for the military training flights originating at Luke Air Force Base. It does so with a minimum of inconvenience to other aircraft operations in the area. It is identifiable by prominent geographical references. The revision eliminates the two additional descriptions of areas required by variations in the ceiling and thus simplifies the establishment of the area. The shift to the west provides additional maneuvering airspace for aircraft arriving and departing the Phoenix terminal area.

This amendment has been discussed in detail in local meetings with the United States Air Force, United States Navy, United States Army, Arizona State Aviation Commission, Air Transport Association, Aircraft Owners and Pilots Association, and local users. It has received unanimous acceptance.

On the basis of the above, I have determined that air safety hazards exist in the Phoenix area in the operation of aircraft carrying ordnance in limited airspace in the vicinity of the Luke Air Force Base and over substantially populated areas. Because of this present danger, I find it contrary to the public interest to comply with the notice and public procedure requirements of the Administrative Procedure Act and that good cause exists for making this amendment effective immediately.

In consideration of the foregoing, Part 93 [New] of the Federal Aviation Regulations (14 CFR Part 93) is amended as follows:

1. By revising § 93.71 to read as follows:

§ 93.71 Applicability.

This subpart applies to aircraft operated under VFR conditions within Victor Airway No. 16 between longitudes 112°23′ W. and 112°41′30″ W., Monday through Friday from 0600 to 1800 MST.

2. By revising § 93.73 to read as follows:

§ 93.73 Crossing Victor Airway No. 16, *jet training operations.*

Each pilot in command of a Luke Air Force Base jet aircraft operating outside the Luke Air Force Base airport traffic pattern and engaged in a training operation that requires crossing of Victor Airway No. 16 shall cross between longitudes 112°23′ W. and 112°41′30″ W.:

(a) Between 2,100 feet MSL and 4,000 feet MSL; or

(b) At 8,000 feet MSL.

3. By revising § 93.75 to read as follows:

§ 93.75 Crossing and operating along Victor Airway No. 16.

Unless ATC authorizes otherwise, each pilot in command of an aircraft (other than an aircraft to which § 93.73 applies) crossing or operating en route along Victor Airway No. 16 between longitudes 112°23′ W. and 112°41′30″ W., shall operate:

(a) At 1,600 feet MSL or lower;

(b) Between 4,500 feet MSL and 7,000 feet MSL; or

(c) At 9,000 feet MSL or higher.

This amendment becomes effective immediately. It is issued under the authority of section 307 of the Federal Aviation Act of 1958, 49 U.S.C. 1348.

Issued in Washington, D.C., on October 14, 1963.

N. E. HALABY,
Adminstrator.